



27
YEARS

METROLINK

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY



TIMETABLE 12 AND SYSTEM SPECIAL INSTRUCTIONS

EFFECTIVE APRIL 22, 2019 AT 0001 HOURS PACIFIC TIME

MISSION STATEMENT

**TO PROVIDE SAFE, EFFICIENT, DEPENDABLE AND ON-TIME
TRANSPORTATION SERVICE THAT OFFERS OUTSTANDING
CUSTOMER EXPERIENCE AND ENHANCES QUALITY OF LIFE.**

Southern California Regional Rail Authority (SCRRA) - METROLINK
900 Wilshire Blvd., Ste 1500
Los Angeles, California 90012
Main Phone Number: (213) 452-0200
Dispatch Operations: (909) 596-3584

Metrolink's Safety Vision

Safety is Metrolink's primary concern. We are accountable for the decisions and actions that affect the safety of our passengers and fellow workers.

Through continued use of the operating rules, we can be assured of an optimal level of safety for everyone.

Changes to this document are subject to Positive Train Control (PTC) configuration and change management procedures.

Please submit your recommendations for revision by email to:
SCRRACM@SCRRA.NET

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DISPATCH AND OPERATIONS CENTER - DOC**EMERGENCY CONTACTS**

CHIEF DISPATCHER	(909) 596-3584 (888) 446-9715
RIVER SUB	(909) 596-3213 (888) 446-9718
VALLEY, VENTURA & MONTALVO SUBS	(909) 596-3251 (888) 446-9717
SAN GABRIEL, PASADENA & SHORT WAY SUBS	(909) 596-3249 (888) 446-9719
ORANGE, OLIVE & PERRIS VALLEY SUBS	(909) 596-3090 (888) 446-9716
DOC INBOUND FAX	(909) 596-6852 (909) 596-6850
DOC SIGNAL DESK	(909) 596-0905 (888) 446-9720
CROSSING HOTLINE	(909) 596-0901
DOC MECHANICAL SUPPORT (QMP)	(909) 596-3561
DOC COMMUNICATIONS COORDINATOR	
PUBLIC (LINE 1)	(909) 596-3524
EMPLOYEE (LINE 2)	(909) 596-3529

METROLINK OPERATIONS CENTER - MOC

CHIEF DISPATCHER	(909) 593-0661 (888) 446-9715
RIVER SUB	(909) 593-2962 (888) 446-9718
VALLEY, VENTURA & MONTALVO SUBS	(909) 593-2868 (888) 446-9717
SAN GABRIEL, PASADENA & SHORT WAY SUBS	(909) 596-2378 (888) 446-9719
ORANGE, OLIVE & PERRIS VALLEY SUBS	(909) 392-8740 (888) 446-9716
MOC INBOUND FAX	(909) 596-5980
MOC SIGNAL DESK	(909) 392-8476 (888) 446-9720
MOC MECHANICAL SUPPORT (QMP)	(909) 392-8471
MOC COMMUNICATIONS COORDINATOR	(909) 392-8571

AMTRAK CREW OFFICES

LAUS GLASS HOUSE	(213) 628-9632
CENTRAL MAINTENANCE FACILITY (CMF)	
BRIEFING ROOM	(323) 222-4388
CREW ROOM	(323) 222-0233
EASTERN MAINTENANCE FACILITY (EMF)	(909) 498-2453
LANCASTER	(661) 945-7619
EAST VENTURA	(805) 339-9325
MOORPARK	(805) 529-2407
OCEANSIDE	(760) 430-2166
RIVERSIDE	(951) 369-3748

FOR ANY LIFE-THREATENING EMERGENCY CALL**9-1-1**

IF incident will affect movement on railroad tracks, immediately warn closely approaching trains by first available means, and notify the Train Dispatcher.

For all other matters, or to make a report contact:

METROLINK SECURITY OPERATIONS CENTER
(866) 640-5190

EMERGENCY CROSSING HOTLINE
(888) 446-9721

MISCELLANEOUS CONTACTS

MEDICAL REVIEW OFFICER (MRO)	(888) 382-2281
U.S. NAVAL MASTER TIME	(866) 493-5252

MECHANICAL OFFICES

CENTRAL MAINTENANCE FACILITY (CMF)	(323) 224-3465
EASTERN MAINTENANCE FACILITY (EMF)	(909) 386-0060
ON DUTY MECHANIC CELL	(213) 494-8053
LANCASTER	(661) 945-5809
ON DUTY MECHANIC CELL	(213) 926-7200
EAST VENTURA	(805) 339-0753
ON DUTY MECHANIC CELL	(213) 494-8474
STUART MESA	(760) 430-0770 x3015 x3016 x3017
PERRIS	(213) 494-6767
SCRRA EQUIPMENT HOTLINE	(323) 227-7166 (800) 429-1555

POSITIVE TRAIN CONTROL SUPPORT

CONTACT NAME	SPECIALTY	PHONE #
HUTCH TOPIKIAN	ONBOARD OPS	(213) 494-3652
LUIS CARRASQUERO	ONBOARD	(213) 760-0881
DAVID IM	ONBOARD	(213) 760-0868
VALENTIN MATEESCU	BOS/BACK OFFICE	(213) 435-1319
NATHAN RANDLE	BOS/BACK OFFICE	(213) 808-7124
PTC SUPPORT (DOC)		(909) 451-2155
PTC SUPPORT (DOC/MOC)		(909) 596-3284

MPBX-1 OPERATION**MOBILE TO MOBILE****MT. EMMA (ACCESS CODE: 10)**

MT. EMMA TOWER COVERAGE

SCRRA VALLEY SUB:

TUNNEL 18 (MP 45) TO LANCASTER

LOOP MTN. (ACCESS CODE: 11)

LOOP CANYON MT. TOP TOWER COVERAGE

SCRRA VALLEY SUB:

BURBANK JCT. TO TUNNEL 18 (MP 45)

SCRRA VENTURA SUB:

BURBANK JCT. TO TUNNEL 26 (MP 442)

SUNSET RIDGE (ACCESS CODE: 12)

SUNSET RIDGE MT. TOP TOWER COVERAGE

SCRRA RIVER, SAN GABRIEL, PASADENA
& SHORT WAY SUBS

BNSF SAN BERNARDINO SUB

LOS ANGELES TO FULLERTON

UPRR LOS ANGELES SUB

EAST STRATHEARN (ACCESS CODE: 15)

EAST STRATHEARN TOWER COVERAGE

SCRRA VENTURA SUB

TUNNEL 26 (MP 442) TO MOORPARK

TELEPHONE NETWORKK TO MOBILE PBX

FROM ANY PHONE DIAL:

MT. EMMA	(661) 267-0746
LOOP MOUNTAIN	(818) 362-7937
SUNSET RIDGE	(909) 981-0643
EAST STRATHEARN	(805) 578-6539

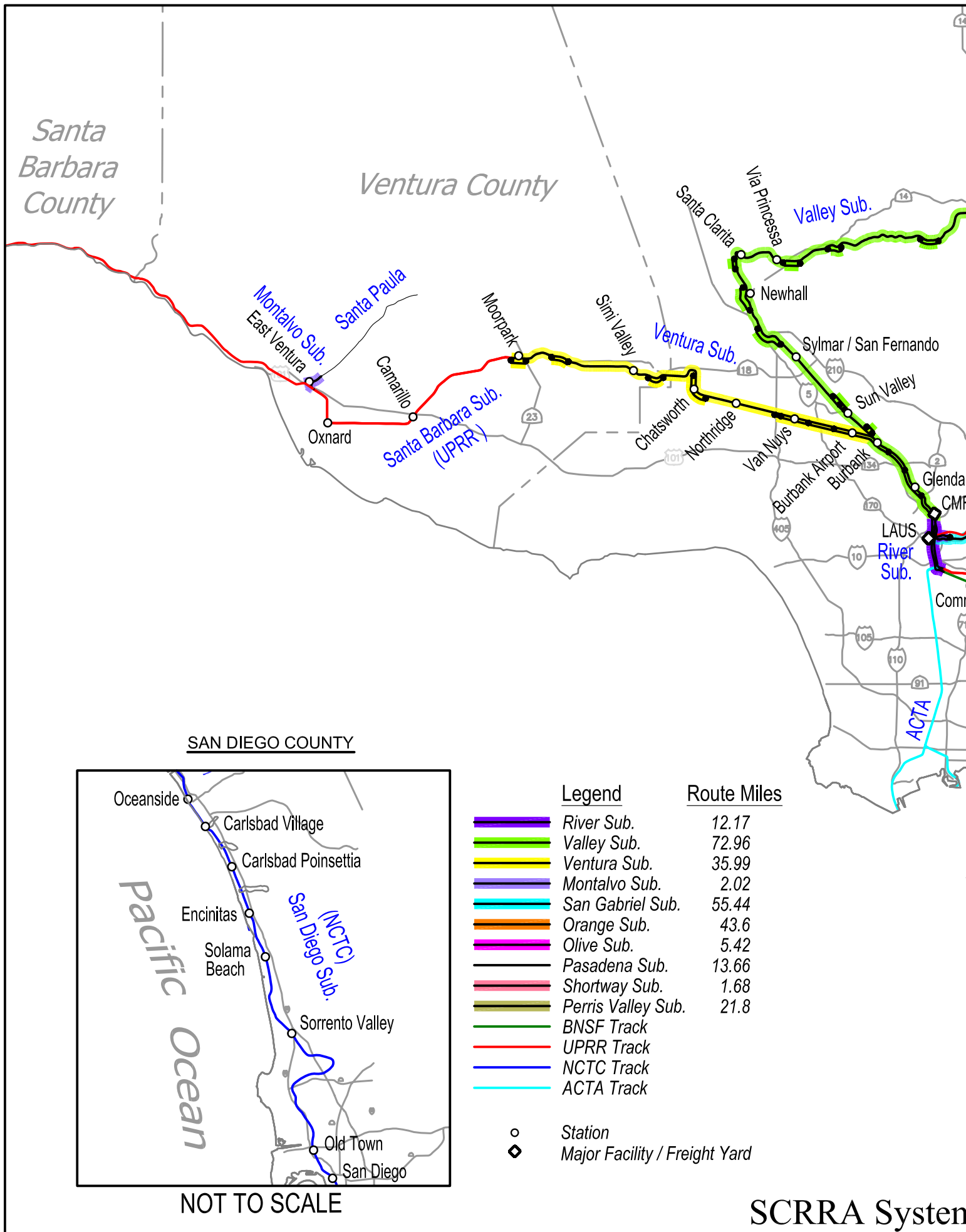
AFTER THE TONE, DIAL "ACCESS CODE", REQUEST DESIRED INDIVIDUAL BY PROPER RADIO IDENTIFICATION, IN COMPLIANCE WITH GCOR CHAPTER 2.

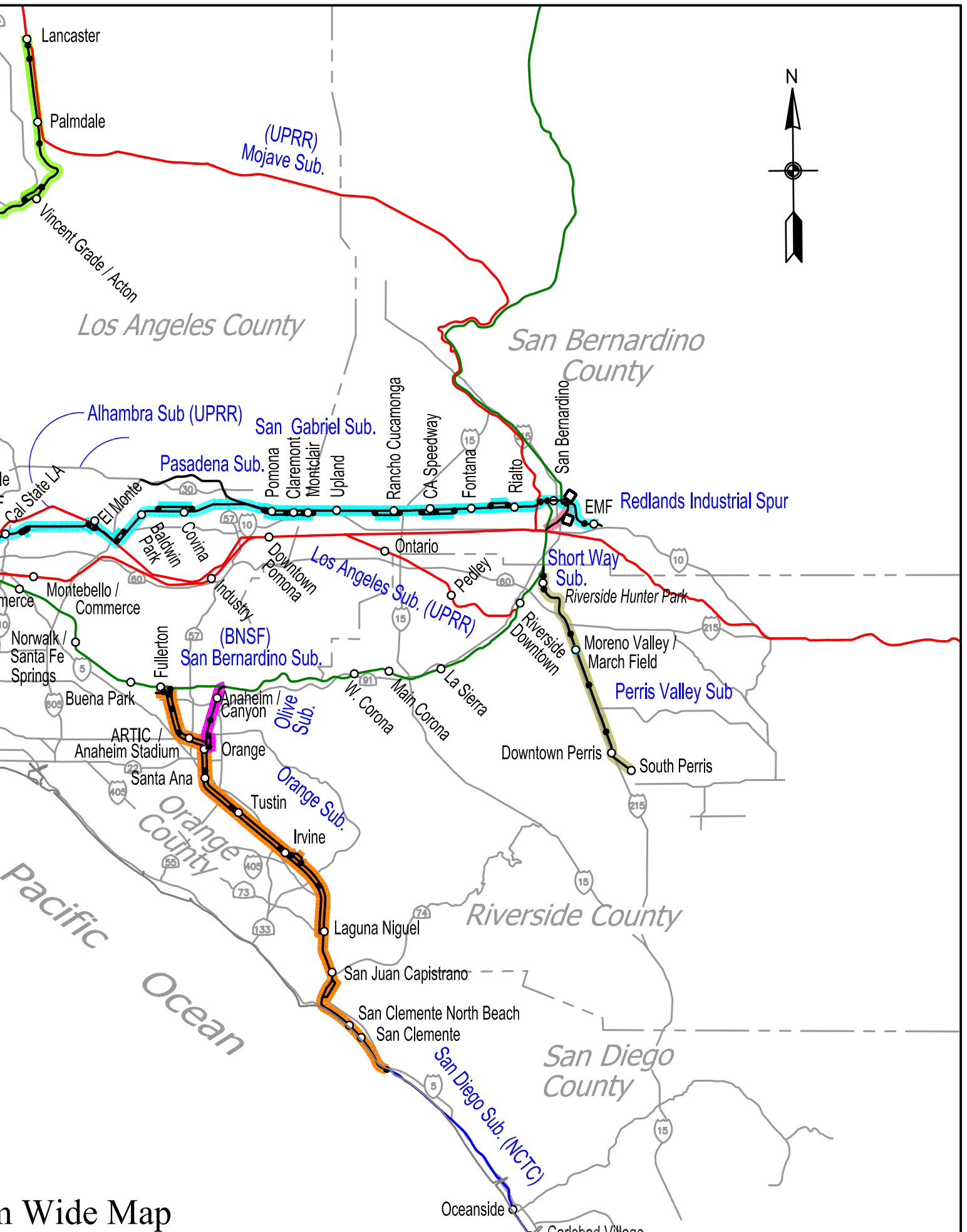
DISCONNECT BY DIALING "#" AND "ACCESS CODE"

1. SELECT THE CHANNEL (MPBX-1)
2. DIAL "0" AND "ACCESS CODE"
3. REQUEST DESIRED INDIVIDUAL BY PROPER RADIO IDENTIFICATION, IN COMPLIANCE WITH GCOR CHAPTER 2
4. DISCONNECT BY DIALING "#" AND "ACCESS CODE"

MOBILE TO TELEPHONE NETWORK

1. SELECT THE CHANNEL (MPBX-1) OR CHANNEL (25/59)
 2. DIAL "*" AND "ACCESS CODE"
 3. AFTER THE DIAL TONE, DIAL THE DESIRED NUMBER, OR DIAL "*" AND THE AUTODIAL CODE FROM THE FOLLOWING LIST:
 - 01 - ORANGE/OLIVE/PERRIS SUB DISPATCHER
 - 02 - VALLEY/VENTURA SUB DISPATCHER
 - 03 - SAN GABRIEL/PASADENA/SHORT WAY SUB DISPATCHER
 - 04 - RIVER SUB DISPATCHER
 - 05 - CHIEF DISPATCHER
 - 06 - PTC SUPPORT DESK
 - 07 - CROSSING HOTLINE
 - 08 - BNSF SAN BERNARDINO SUB DISPATCHER
 - 09 - UPRR MOJAVE SUB DISPATCHER
 - 10 - MT. EMMA MPBX (ACCESS CODE: 10)
 - 11 - LOOP MTN MPBX (ACCESS CODE: 11)
 - 12 - SUNSET RIDGE MPBX (ACCESS CODE: 12)
 - 15 - EAST STRATHEARN MPBX (ACCESS CODE: 15)
 - 16 - SIGNAL HOTLINE
 - 20 - TIME OF DAY
 - 21 - QMP
- DISCONNECT BY DIALING "#" AND "ACCESS CODE"





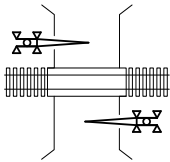
CHECK B4 U CHANGE

☐ CHANGE COORDINATION BOARD APPROVED*

☐ COORDINATION IN PLACE

* IF UNSURE, CHECK WITH YOUR MANAGER

CHANGES TO A GRADE CROSSING



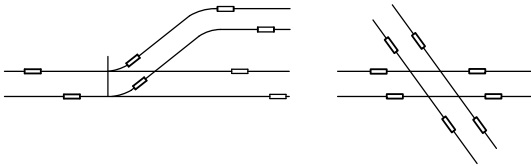
- STREET WIDENED
- NEW PANELS
- CHANGES TO GATES - INCLUDING PEDESTRIAN GATES
- QUIET ZONE
- APPROACH TIMING
- TRAFFIC SIGNAL & INTERCONNECTION

CHANGES TO SIGNALS & WAYSIDE DETECTORS



- TYPE OF SIGNAL
- OPERATION OF SIGNAL
- SIGNAL ASPECTS
- NUMBER OF HEADS AND LOOPS
- SIGNAL PROGRAMS
- LOCATION OF SIGNAL
- ABSOLUTE SIGNAL
- NUMBER PLATED
- P-PLATE
- ANY CHANGES TO A CP

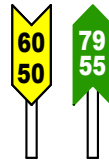
CHANGES AT A TURNOUT / DIAMOND



- ADDING OR REMOVING A TURNOUT OR DERAILS
- CHANGING INSULATED JOINTS**
- REPLACING POINTS**
- ANY CHANGES TO THE GEOMETRY
- CHANGES TO TYPE OF SWITCH:
 - a. POWERED
 - b. ELECTRICALLY LOCKED
 - c. HAND OPERATED
 - d. WITH LEAVING SIGNAL
 - e. NON-CLEARING
- TYPE OF DERAIL

** EMERGENCY REPAIR, PROCEED WITH REPAIR AND CONTACT 1-888-446-9715 AS SOON AS COMPLETE. NOTE PTC COMPONENT CHANGED OR MODIFIED.

CHANGES TO SIGNS



- SPEED SIGNS
- LIMIT SIGNS
- MILE POST
- WHISTLE SIGNS
- DAMAGE OR REMOVE TRACK MARKING

CHANGES TO TRACK/GEOMETRY

- ALIGNMENT
- SUPERELEVATION
- REMOVAL OR MOVING**

CHANGES TO SPEEDS

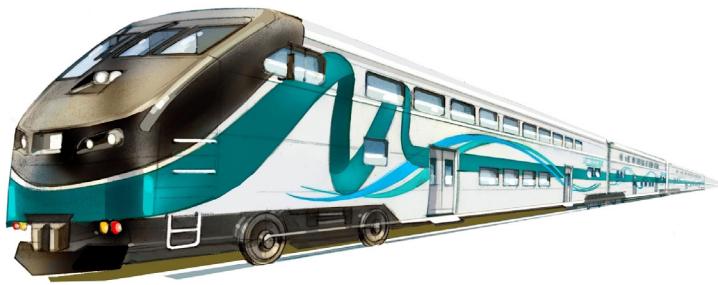
- PASSENGER OR FREIGHT
- TONS PER OPERATIVE BRAKE
- SUBDIVISION SPECIAL SPEED RESTRICTIONS

ANY & ALL CHANGES TO THE PHYSICAL CHARACTERISTICS

** EMERGENCY REPAIR, PROCEED WITH REPAIR AND CONTACT 1-888-446-9715 AS SOON AS COMPLETE. NOTE PTC COMPONENT CHANGED OR MODIFIED

*Revisions or recommendations to this document?
email: scrracm@scrra.net*

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

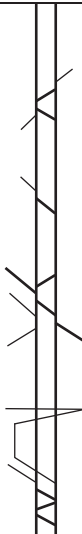
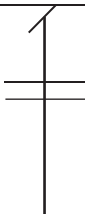





METROLINK

TIMETABLE NO. 12

EFFECTIVE APRIL 22, 2019 AT 0001 HOURS PACIFIC TIME

RULE 4.3 TIMETABLE CHARACTERS: EXPLANATION OF CHARACTERS	
SYMBOL	MEANING
J	JUNCTION
QZ	QUIET ZONE
T	TURNING FACILITY
(X)	RAILROAD CROSSING AT GRADE
Y	YARD LIMITS

WESTWARD →	TRACK DIAGRAM	RADIO CHANNEL 047-047	METHOD OF OP.	RULE 4.3	MILE POST	EASTWARD ↑	
		RIVER SUBDIVISION					
EAST BANK LINE							
UPRR SOTO ST. JCT. to CP DAYTON							
		UPRR SOTO ST JCT (UPRR CP C002)		J	2.1		
		(Jct. UPRR LA Sub.) 0.3 CP NINTH ST (UPRR CP C001) 1.8 CP FIRST ST 0.8 CP PASADENA JCT (Jct. San Gabriel Sub.) 0.2 CP EAST DIAMOND 0.2 CP MAIN ST 1.0	2MT CTC PTC		484.8880*		
				J	484.9		
					483.1		
				J	482.3		
				(X)	482.1		
					481.9 480.8973* 480.8983*		
			CP DAYTON (Jct. West Bank)			2.2	
	(4.30 miles)						
	SAN GABRIEL CONNECTING TRACK						
			CP PASADENA JCT 0.28	CTC PTC	J	482.3383* 482.3	
		CP WEST DIAMOND (West Bank) 0.1	CTC PTC		0.8		
		CP MISSION			0.7		
COAST CONNECTING TRACK							
		CP EAST DIAMOND 0.2	CTC PTC		482.1		
		CP MAIN ST			481.9		
BALLOON TRACK							
		CP PASADENA JCT. 0.2	CTC PTC	J	482.3 1.1		
		CP YUMA JCT.		J	1.1763*		
NORTHEAST CONNECTING TRACK							
		CP YUMA JCT 0.1	CTC PTC	J	1.1373* 1.1		
		CP MAIN ST			481.9		

* START/END OF SUBDIVISION

¹ PTC ENDS AT EAST LIMITS OF CP TERMINAL

WESTWARD →	WEST BANK LINE					EASTWARD ↑	
	BNSF SOTO to W/L CP TAYLOR						
		BNSF SOTO		J	144.4		
		(Jct. BNSF)	2MT CTC PTC		143.8252*		
		1.0			142.6		
		CP OLYMPIC					
		2.4	140.2				
		CP SAN DIEGO JCT		CTC PTC	2(X)		140.05 0.72
		0.15					
		CP WEST DIAMOND					
		(San Gabriel Conn.)	2MT CTC PTC		1.0		
		(Lead 2)					
		0.28					
		CP CHAVEZ	2MT CTC PTC		1.6		
		0.6					
		CP CAPITOL					
		0.6	3MT CTC PTC		2.2		
		CP DAYTON					
		1.0					
		CP ORMISTON	2MT CTC PTC		3.2		
		0.3					
CP TAYLOR							
(Jct. Valley Sub.)	J	3.5					
		3.6705*					
(6.73 miles)							
TERMINAL LEAD							
E/L CP YUMA JCT. to LAUS							
	CP YUMA JCT	3MT CTC PTC	T J	1.1373*			
	(Jct. UPRR)			1.1763*			
	0.24			1.1911*			
	CP EAST DIAMOND	CTC PTC	2(X)	0.9			
	(East Bank Line)			0.8			
	0.1						
	CP WEST DIAMOND	(X)					
	(West Bank Line)		T	0.7			
	0.1						
	CP MISSION	5MT CTC PTC		0.48			
	0.22						
	CP TERMINAL¹	CTC		0.3			
	0.18						
	CP 31, 32, 33, 34	16MT 6.13	Y	0.0			
	0.3						
LOS ANGELES UNION STATION							
(1.14 miles)							
SOUTHWEST CONNECTING TRACK							
	CP SAN DIEGO JCT	2MT CTC PTC		140.2			
	0.2						
	CP MISSION			0.7			
NORTHWEST CONNECTING TRACK							
	CP CHAVEZ	2MT CTC PTC		1.0			
	0.3						
	CP MISSION			0.7			

ITEM 1. MAXIMUM AUTHORIZED SPEED FOR TRAINS

EAST BANK LINE				
BETWEEN UPRR SOTO ST JCT AND CP DAYTON				
MP LOCATION BETWEEN	MT 1		MT 2	
	P	F	P	F
485.20 - 484.75	30	20	30	20
484.75 - 483.16	70	30	70	30
483.16 - 482.37	27	20	27	20
482.37 - 481.86	15	10	15	10
481.86 - 480.90	25	20	25	20

WEST BANK LINE						
BETWEEN BNSF SOTO AND W/L CP TAYLOR						
MP LOCATION BETWEEN	MT 3		MT 4		MT	
	P	F	P	F	P	F
143.83 - 142.84	44# ¹	20	44# ¹	20		
142.84 - 141.14	79	40	79	40		
141.14 - 140.80	45# ²	25	45# ²	25		
140.80 - 140.15	35# ²	25				
140.15 - 140.08	25	5				
140.08 - 140.19			35# ²	25		
0.72 - 0.86					15	10
0.86 - 0.91	30	20	25	5		
0.91 - 1.37	30	20	25	20		
1.37 - 2.08	50	15	50	15		

EAST BANK MP 480.9 = MP 1.93 ON WEST BAK AT E/L CP DAYTON

	MT 1		MT 2		MT 4	
1.93 - 2.08	30	20	25	20		
2.08 - 2.25	30	20	50	15	50	15
2.25 - 3.11	50	25	50	25	50	25
3.11 - 3.30	50	25	50	25		
3.30 - 3.67	50	40	50	40		

¹ - PROTECTED BY IIATS EASTWARD ONLY² - PROTECTED BY IIATS WESTWARD ONLY

- REFER TO SSI SECTION S FOR EQUIPMENT AND WIND RESTRICTIONS

TERMINAL LEAD										
BETWEEN E/L CP YUMA JCT AND W/L CP TERMINAL										
MP LOCATION BETWEEN	LD 1		LD 2		LD 3		LD 4		LD 5	
	P	F	P	F	P	F	P	F	P	F
1.14 - 1.0			15	10						
1.0 - 0.8			15	5						
0.8 - 0.48	25	5	25	5	25	5	25	5	25	5
0.8 - 140.15							25	5	25	5

ITEM 2. OTHER MAXIMUM SPEEDS

EAST BANK LINE		
LOCATION	PSGR	FRT
CP NINTH ST		
THROUGH TURNOUT TO UPRR 4TH ST. YARD LEAD	10	10
THROUGH TURNOUT TO UPRR CONNECTION TRACK	15	15
THROUGH CROSSOVERS	30	20
CP FIRST ST		
THROUGH TURNOUT	15	15
THROUGH CROSSOVERS	30	20
CP PASADENA JCT		
THROUGH CROSSOVERS AND TURNOUTS	15	10
CP MAIN ST		
THROUGH TURNOUT TO N.E. CONNECTING TRACK	15	10
THROUGH TURNOUT TO COAST CONNECTING TRACK	15	5
THROUGH CROSSOVERS	15	10

WEST BANK LINE		
LOCATION	PSGR	FRT
CP OLYMPIC		
THROUGH CROSSOVERS BETWEEN MT 3 AND MT 4	45	35
THROUGH CROSSOVERS BETWEEN OLYMPIC LEAD AND MT 4	15	10
CP SAN DIEGO JCT		
THROUGH CROSSOVERS	25	10
THROUGH TURNOUTS MT 4 TO KELLER YARD LEAD AND ROUNDHOUSE LEAD	10	10
THROUGH TURNOUTS TO KELLER YARD DRILL TRACKS	10	10
ALL OTHER KELLER YARD TRACKS	5	5
CP CHAVEZ		
THROUGH CROSSOVERS	25	10
THROUGH TURNOUT	10	10
CP CAPITOL		
THROUGH CROSSOVER	45	20
CP DAYTON		
THROUGH CROSSOVER BTWN MT 1 & MT 2	25	20
THROUGH CROSSOVER BTWN MT 2 & CMF LD	10	10
THROUGH TURNOUT FROM MT 2 TO MT 2	25	20
MOVEMENT FROM MT 2 TO MT 3	50	15
THROUGH TURNOUT MT 4 TO CMF LD	10	10

WEST BANK LINE		
CP ORMISTON		
THROUGH TURNOUT MT 1 TO MT 1	45	25
MOVEMENT FROM MT 1 TO MT 2	50	25
THROUGH CROSSOVER BTWN MT 2 & MT 2	45	25
MOVEMENT FROM MT 2 TO MT 4	50	25
THROUGH TURNOUT BTWN MT 2 AND UPRR TAYLOR YARD	10	10
CP TAYLOR		
THROUGH CROSSOVERS	40	30

TERMINAL LEAD		
CP MISSION TO LOS ANGELES UNION STATION		
LOCATION	PSGR	FRT
CP MISSION		
THROUGH TURNOUT FROM LD 2 TO LD 2 (DIVERGING ROUTE TO CP WEST DIAMOND)	25	5
THROUGH TURNOUT FROM LD 4 TO LD 4 (DIVERGING ROUTE TO CP SAN DIEGO JCT)	25	5
THROUGH TURNOUT FROM LD 4 TO SAN GABRIEL CONNECTING TRACK	25	5
THROUGH ALL OTHER TURNOUTS, CROSSOVERS, AND PUZZLE SWITCHES	12	5
CP TERMINAL TO END OF TRACK		
STRAIGHT ROUTE	15	5
DIVERGING ROUTE	12	5
UNION STATION: THROUGH HAND OPERATED TURNOUTS	10	5
PRIVATE CAR "GARDEN" TRACKS, MP 0.4	5	5

CONNECTING TRACKS		
LOCATION	PSGR	FRT
WEST BANK CONNECTING TRACK - SOUTHWEST		
CP MISSION TO CP SAN DIEGO JCT: LD 4	25	5
CP MISSION TO CP SAN DIEGO JCT: LD 5	25	5
WEST BANK CONNECTING TRACK - NORTHWEST		
CP MISSION TO CP CHAVEZ: MT 3	25	5
CP MISSION TO CP CHAVEZ: MT 4	25	5
COAST CONNECTING TRACK		
CP EAST DIAMOND TO CP MAIN ST	10	5
NORTHEAST CONNECTING TRACK		
CP YUMA JCT TO CP MAIN ST	15	10

SAN GABRIEL CONNECTING TRACK		
CP MISSION TO CP PASADENA JCT	15	10
BALLOON TRACK		
CP YUMA JCT TO CP PASADENA JCT	15	10
KELLER YARD		
ALL TRACKS WITHIN LIMITS OF KELLER YARD	5	5
CENTRAL MAINTENANCE FACILITY (CMF)		
ALL TRACKS WITHIN LIMITS OF CMF	5	5
OTHER TRACKS		
ALL OTHER TRACKS, CROSSOVERS, AND TURNOUTS	10	10
FREIGHT TRAIN TONS PER OPERATIVE BRAKE		
TPOB shall be determined per freight railroad's System Special Instructions. In addition, all freight trains shall comply with SCRRRA System-wide TPOB speed restrictions provided in the SCRRRA System Special Instructions.		

ITEM 3. SUBDIVISION SPECIAL INSTRUCTIONS

RULE 1.14 EMPLOYEE JURISDICTION

OTHER RAILROADS

Train Operations on Metrolink Tracks:

LOCATIONS	MP
Central Maintenance Facility (CMF)*	2.1714
McGinley Maintenance Spur	140.1045
Keller Yard	140.3583
BNSF 1ST St. Yard Spur (off MT 4)	140.7930

* - Use for other than passenger train storage must be coordinated with the Chief Dispatcher.

- Tracks may be used for delivery, storage, loading or unloading of SCRRRA material or non-revenue cars and for emergency set outs of defective cars.
- Tracks used for freight delivery may be used for SCRRRA material movements if arranged so as not to interfere with freight traffic and for emergency set outs of defective cars.

REMOTE CONTROL LOCOMOTIVE OPERATIONS

When operating on a Main Track:

- RCL jobs must have a minimum of two crew members qualified on the River Subdivision.
- RCL operator controlling movement must make all movements at restricted speed not exceeding 15MPH.
- RCL jobs must monitor appropriate radio channel at all times.
- RCL jobs must clear or stop all movements when instructed by the Train Dispatcher.
- RCL jobs may operate without PTC equipped or initialized.

EAST BANK LINE

UPRR Remote Control Locomotive operations are permitted between CP Dayton and CP Ninth St. including CP Yuma Jct. from 0900 until 1600 and from 2200 until 0500.

WEST BANK LINE

BNSF Remote Control Locomotive operations are permitted between BNSF Soto and CP Capitol from 0900 until 1600 and from 1900 until 0500.

TERMINAL LEAD

Remote Control Locomotive operations are prohibited between CP Mission and Los Angeles.

RULE 1.20 ALERT TO TRAIN MOVEMENT**A. No Ride Zone:**

- CP Mission to End of Track.
- All tracks within the limits of the Central Maintenance Facility
- All tracks within the limits of Keller Yard

B. Location of Close Side Clearances:**WEST BANK LINE BETWEEN SOTO AND CP SAN DIEGO JCT.**

- MP 140.53 Cesar Chavez Overpass
- MP 141.51 4th Street Overpass (continued)
- MP 142.00 7th Street Overpass
- MP 142.7 Olympic Boulevard Overpass

EAST BANK LINE BETWEEN CP DAYTON AND SOTO STREET JCT.

- MP 481.45 North Spring Street Overpass
- MP 482.60 Cesar Chavez Avenue Overpass
- MP 483.55 Fourth Street Overpass
- MP 484.04 Seventh Street Overpass
- MP 484.67 Olympic Boulevard Overpass

WEST BANK LINE BETWEEN CP CHAVEZ AND CP DAYTON

- MP 1.36 North Spring Street Overpass

LOS ANGELES UNION STATION

- All Station Tracks Platform Umbrella Sheds
- Station Tracks 3 through 15
- Between Station Track 3 and MTA Gold Line Track
- Any equipment exceeding 16 feet 2 inches above top of rail must have movement cleared by proper authority.

RULE 1.33 INSPECTION OF FREIGHT CARS

- A. Any Equipment **less than** 17 feet 0 inches above top of rail **and exceeding** 11 feet 0 inches total width (or half width exceeding 5 feet 6 inches measured from the centerline of track) **must be cleared by proper authority before movement.**
- B. Any Equipment **in excess of** 17 feet 0 inches above top of rail **must not exceed** AAR Plate H horizontal clearance (8 feet 7 inches in total width) and Plate H vertical clearance – (20 feet 2 inches above top of rail) **must be**

cleared by proper authority before movement.

- C. Any Equipment **in excess of** 17 feet 0 inches above top of rail **and exceeding** AAR Plate H horizontal or vertical clearances **must be cleared by proper authority before movement.**
- D. Any Equipment including Freight Cars, Passenger Cars or Locomotives **in excess of** 16 feet 2 inches above top of rail **or exceeding** 11 feet 0 inches total width (or half width exceeding 5 feet 6 inches measured from the centerline of track) **must be cleared by proper authority before movement into Los Angeles platform tracks due to restrictive clearance of the umbrella sheds.**

RULE 2.16 ASSIGNED RADIO FREQUENCIES

Radio channel **047-047** will be used on River Sub with the following exceptions:

083-083 will be used to conduct air test, switching movements and mechanical troubleshooting within the LAUS terminal.

087-087 will be used between the hours of 0600 and 2200 on:

- East Bank Line between east limits CP Ninth St. and CP Dayton
- Terminal Lead between east limits CP Yuma Jct. and CP West Diamond
- San Gabriel Connecting Track between CP West Diamond and CP Pasadena Jct
- Coast Connecting Track between CP West Diamond and CP Main Street
- Northeast Connecting Track between CP Yuma Jct. and CP Main Street

Between 2200 and 0600, all trains will use 047-047.

RULE 5.8.1 RINGING ENGINE BELL**LOS ANGELES**

Engine bell is to be sounded whenever train or equipment is moved at the following locations:

- All tracks between MP 0.7 and MP 0.0.
- Fire Access Rd PVT. at MP 2.26.
- CP Dayton: all tracks.

RULE 5.8.2 SOUNDING WHISTLE

Los Angeles: Engine whistle must not be sounded between MP 0.7 and 0.0 except when approaching men or equipment on or near tracks or in an Emergency.

Note: Rule 5.8.2(7) is not in effect for Fire Access RD PVT. at MP 2.26.

RULE 5.13 BLUE SIGNAL PROTECTION OF WORKMEN

At Keller Yard, all tracks outside of CP San Diego Jct. are designated as Mechanical Service Tracks and are identified by Mechanical Limits Signs.

At Central Maintenance Facility, all tracks are designated as Mechanical Service Tracks and are identified by Mechanical Limits signs.

Note: Blue Signal protection is not provided by the Train Dispatcher. Workmen requiring Blue Signal protection outside of designated Mechanical Service limits must comply with 5.13(B) instructions for protection.

RULE 6.4.2 MOVEMENTS WITHIN CONTROL POINTS OR MANUAL INTERLOCKINGS

Los Angeles: Upon arrival, if movement stops while trailing end is between outer opposing absolute signals of CP 31, CP 32, CP 33 or CP 34, the movement may change direction, only within the limits of the applicable control point, without permission from River Subdivision Train Dispatcher. At the following locations when the affected signals are in switching mode and movement stops while trailing end is between outer opposing absolute signals, the movement may change direction without permission from the River Subdivision Train Dispatcher:

CP Olympic

- Olympic Lead

CP San Diego JCT

- Keller Lead

RULE 6.13 YARD LIMITS

LOS ANGELES UNION STATION

- CP Terminal MP 0.48 and MP 0.0 on Tracks 3, 4, 5, 6, 9, 10, and 12
- CP 31 and end of track on Track 7A and 7
- CP 32 and end of track on Track 8 and 8A
- CP 33 and end of track on Track 10A and 11
- CP 34 and end of track on Track 13, 14 and 15

Trains may depart station tracks on signal indication without further authority on their scheduled departure time. If unable to depart on time, trains crews must advise River Subdivision Train Dispatcher.

RULE 6.26 USE OF MULTIPLE MAIN TRACKS TRACK

TRACK DESIGNATION

EAST BANK LINE

- Two Main Tracks between CP Dayton and UPRR Soto St. Jct. are designated from north to south as Main Track 1 and Main Track 2.
- Three Main Tracks within CP Yuma Jct. are designated from north to south as Lead 2, Balloon Track, and Fence Track.

WEST BANK LINE

- Two Main Tracks between west limits CP Taylor and east limits CP Ormiston are designated from north to south as Main Track 1 and Main Track 2.
- Three Main Tracks between CP Ormiston and east limits CP Dayton are designated from north to south as Main Track 1, Main Track 2 and Main Track 4.

- Two Main Tracks between CP Dayton and CP Mission, and between west limits CP San Diego Jct. and BNSF Soto are designated from north to south as Main Track 3 and Main Track 4.
- Between CP Chavez and CP San Diego Jct. is single Main Track.

COAST CONNECTING TRACK

- Main Track between CP Main St. and CP East Diamond.

NORTHEAST CONNECTING TRACK

- Main Track between CP Main St. and CP Yuma Jct.

BALLOON TRACK

- Main Track between east limits CP Yuma Jct. and CP Pasadena Jct.

TERMINAL LEAD

- Main Track between east limits CP Yuma Jct. and CP Mission is designated as Lead 2.
- Five Main Tracks between east limits CP Mission and west limits CP Terminal are designated from north to south as Lead 1, Lead 2, Lead 3, Lead 4 and Lead 5.
- Main Track between east and west limits of CP 31, CP 32, CP 33, CP 34.
- Sixteen Main Tracks between CP Terminal, CP 31, CP 32, CP 33, CP 34 and End of Track are designated from north to south as Station Tracks 3 to 6, Release Track 7A, Station Tracks 7 to 8, Release Track 8A, Station Tracks 9 to 10, Release Track 10A, and Station Tracks 11 to 15.

WEST BANK CONNECTING TRACK – NORTHWEST

- Two Main Tracks between CP Chavez and CP Mission are designated from north to south as Main Track 3 and Main Track 4.

WEST BANK CONNECTING TRACK – SOUTHWEST

- Two Main Tracks between CP Mission and CP San Diego Jct. are designated from north to south as Lead 4 and Lead 5.

SAN GABRIEL CONNECTING TRACK

- Main Track between CP Mission and CP Pasadena Jct.

RULE 6.28 MOVEMENT ON OTHER THAN MAIN TRACK

Rule 6.28 is in effect on:

TERMINAL LEAD

- Private Car “Garden Tracks”, MP 0.4 and end of track. Garden tracks are accessed off 1 lead thru CP Terminal.

WEST BANK LINE

- First track south of Main Track 4 east of CP San Diego JCT is designated as Roundhouse Lead.

KELLER YARD

- All tracks within limits of Keller Yard (outside of CP San Diego Jct. interlocking limits).
- Tracks within Keller Yard are designated north to south as Drill tracks 1,2,3,4. Drill Tracks 1 & 2 are accessed via lead 1 and Drill Tracks 3 & 4 are accessed via lead 2.

- West Storage Track is located west of CP San Diego Jct. and accessed off Lead 2.

CENTRAL MAINTENANCE FACILITY

- All tracks within limits of Central Maintenance Facility.

RULE 6.29.1 INSPECTING PASSING TRAINS

TRACKSIDE WARNING DETECTORS AND INSPECTIONS

Westward Passenger Trains: Inspection required by BNSF detector at MP 144.4 will be performed upon arrival at Los Angeles.

RULE 6.30 RECEIVING AND DISCHARGING PASSENGERS LOS ANGELES

When practicable, Engineers will arrange to spot trains so that baggage cars are not adjacent to the walls of the passenger ramps.

RULE 8.2 POSITION OF SWITCHES

LOS ANGELES STATION TRACKS

Before operating hand-operating switches between Station Tracks and Release Tracks, permission must be obtained from River Subdivision Dispatcher. Normal position of hand-operated turnouts on Station Tracks to Release Tracks is lined for Station Tracks.

RULE 8.18 VARIABLE SWITCHES

All switches within the limits of Central Maintenance Facility (CMF) are designated as variable switches.

RULE 9.1 SIGNAL ASPECTS AND INDICATIONS

WEST BANK LINE

BNSF System Special Instructions apply to absolute signals at BNSF Soto.

EAST BANK LINE

UPRR System Special Instructions apply to absolute signals at Soto St. Jct.

RULE 9.12.1 CTC TERRITORY

STOP INDICATIONS

Authority must be obtained from Metrolink Train Dispatcher to pass controlled signals indicating STOP at all locations in all directions, unless otherwise specified.

BNSF SOTO

Before operating westward beyond control signals indicating STOP onto Metrolink River Sub, authority must be secured from the BNSF Train Dispatcher to pass controlled signals indicating STOP and authority must be obtained from the Metrolink Train Dispatcher to occupy Main Track beyond Control Point. Trains operating eastward onto the BNSF territory are authorized by BNSF dispatcher only.

CP YUMA JCT

Before operating eastward beyond control signals indicating STOP onto UPRR Alhambra Sub, authority must be secured from the Metrolink Train Dispatcher to pass controlled signals indicating STOP and authority must be obtained from the

UPRR Train Dispatcher to occupy Main Track beyond Control Point. Trains operating westward onto the Metrolink River Sub are authorized by Metrolink dispatcher only.

CP NINTH ST

Before operating eastward beyond control signals indicating STOP onto UPRR LA Sub, authority must be secured from the Metrolink Train Dispatcher to pass controlled signals indicating STOP and authority must be obtained from the UPRR Train Dispatcher to occupy Main Track beyond Control Point. Trains operating westward onto the Metrolink River Sub are authorized by Metrolink dispatcher only.

RULE 10.0 RULES APPLICABLE ONLY IN CENTRALIZED TRAFFIC CONTROL (CTC)

CTC is in effect at the following locations:

EAST BANK LINE

- ON MAIN TRACKS: between east limits CP Ninth St. and CP Dayton. Note: UPRR Soto St. Jct. controlled by UPRR Train Dispatcher, and track between CP Ninth St. and UPRR Soto St. Jct. dispatched by UPRR Train Dispatcher.
- CONNECTING TRACKS: San Gabriel Connector, Northeast Connector, Coast Connector, and Balloon Track.
- ON FENCE TRACK within the limits of CP Yuma Jct.

WEST BANK LINE

- ON MAIN TRACKS: between BNSF Soto and west limits CP Taylor.
- ON OLYMPIC LEAD within limits of CP Olympic.
- ON KELLER YARD LEAD within limits of CP San Diego Jct.
- CONNECTING TRACKS: Southwest and Northwest: All tracks

TERMINAL LEAD

- On Main Tracks between east limits CP Yuma Jct. and the west limits of CP Terminal, CP 31, CP 32, CP 33, CP 34.

RULE 10.3 TRACK AND TIME

Between CP Ninth St. and UPRR Soto St. Jct. Track and Time will be granted by UPRR Train Dispatcher.

RULE 18.7.1 TRACK AND DIRECTION OF TRAVEL SELECTION

At the following locations, a track selection may be required prior to entering a subdivision or start of PTC limits:

LOCATION	MILE POST	SUBDIVISION TRANSITION
CP NINTH ST	484.8880	UPRR LOS ANGELES
CP PASADENA JCT	482.3383	SAN GABRIEL
CP MAIN ST	480.8973	RIVER-WEST BANK (MT1)
CP MAIN ST	480.8983	RIVER-WEST BANK (MT2)

LOCATION	MILE POST	SUBDIVISION TRANSITION
BNSF SOTO	143.8252	BNSF SAN BERNARDINO
CP TAYLOR	3.6705	VALLEY
CP YUMA JCT	1.1911	UPRR ALHAMBRA FENCE TRACK
CP YUMA JCT	1.1763	UPRR ALHAMBRA (MT2)
CP YUMA JCT	1.1373	UPRR ALHAMBRA (MT1)

NOTE: IF NO TRACK NAME IS SPECIFIED, MILE POST GIVEN IS FOR ALL TRACKS AT THAT LOCATION.

RULE 18.12 MOVEMENTS WITHOUT PTC

Trains may operate in PTC territory without the controlling locomotive being PTC equipped or initialized, provided the movement is engaged in freight switching or work train service, under the following conditions:

All movements that take place within the outer opposing signals and do not enter any Main Track. This includes:

- CP San Diego Jct. on the Keller Lead
- CP Olympic on the Olympic Lead
- CP Yuma Jct. on the Fence Track

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WESTWARD →	TRACK DIAGRAM	RADIO CHANNEL 029-029	METHOD OF OP.	RULE 4.3	MILEPOST	EASTWARD →
		VALLEY SUBDIVISION				
		CP TAYLOR ¹		J	3.5	
		1.13			3.6705*	
		CP FLETCHER ²			4.8	
		1.0				
		GLENDALE			5.79	
		0.6				
		CP CURRIER			6.4	
		3.4	2MT			
		CP ALLEN	CTC	QZ	9.8	
		1.0	PTC			
		BURBANK			10.81	
		0.3				
		CP OLIVE ³			11.1	
		0.3				
		CP BURBANK JCT ⁴			11.4	
		2.0			11.5911*	
		CP HOLLYWOOD		TJ	11.5913*	
		0.3			13.4	
		BURBANK AIRPORT NORTH			13.66	
		1.7				
		SUN VALLEY			15.4	
		0.2				
		CP MCGINLEY			15.6	
		0.45				
		CP TUXFORD ⁵			16.05	
		0.95				
		CP SHELTON			17.0	
		4.9				
		SYLMAR			21.94	
		SAN FERNANDO	CTC			
		1.7	PTC			
		CP ROXFORD			23.6	
		1.7				
		CP BALBOA			25.3	
		2.7				
		CP PORTAL			28.0	
		2.0				
		NEWHALL			29.99	
		0.2				
		CP HOOD			30.2	
		2.2				
		CP SAUGUS			32.4	
		1.0				
		CP CANYON			33.4	

WESTWARD ←	TRACK DIAGRAM	RADIO CHANNEL 029-029	METHOD OF OP.	RULE 4.3	MILEPOST	EASTWARD →
		VALLEY SUBDIVISION				
		0.8				
		SANTA CLARITA			34.22	
		3.7				
		VIA PRINCESSA			37.87	
		0.7				
		CP HONBY			38.6	
		1.4				
		CP HUMPHREYS			40.0	
		1.6				
		CP LANG			41.6	
		2.65				
		CP SOLEDAD			44.2	
		8.2	CTC			
		CP RAVENNA	PTC		52.45	
		1.45				
		CP KOCIAN			53.9	
		6.0				
		CP SANTIAGO			59.9	
		1.2				
		CP QUARTZ			61.1	
		0.4				
		VINCENT GRADE			61.49	
		ACTON				
		0.6				
		CP CREST			62.1	
		5.45				
		CP HAROLD			67.55	
		1.65				
		PALMDALE			69.19	
		5.8				
		CP BONITA			75.0	
		1.2				
		CP SIERRA			76.2	
		0.43				
		LANCASTER			76.54	
		(End of Track)			76.6348*	
(72.96 miles)						
UPRR Connecting Track						
		CP HAROLD	PTC		67.55	
		0.15	CTC		67.6261*	
	UPRR	UPRR CP SP414 (UPRR Palmdale JCT.) (JCT. UPRR Mojave Sub)	UPRR	J	414.4	
(0.15 miles)						

¹JCT. RIVER SUBDIVISION⁴JCT. VENTURA SUBDIVISION²MT 2 ONLY⁵SIDING ONLY³MT 1 ONLY

*START/END OF SUBDIVISION

ITEM 1. MAXIMUM AUTHORIZED SPEEDS FOR TRAINS

BETWEEN CP TAYLOR AND LANCASTER						
MP LOCATION BETWEEN	MAIN		MT 1		MT 2	
	PSGR	FRT	PSGR	FRT	PSGR	FRT
3.67 - 5.0			60#	40	60#	40
5.0 - 11.23			79	55	79	55
11.23 - 11.35					79	50
11.35 - 11.58					40#	30
11.23 - 11.54			79	55		
11.54 - 15.6 EASTBOUND	79	25				
11.54 - 15.6 WESTBOUND	79	50				
15.6 - 21.71	79	50				
21.71 - 23.88	60	50				
23.88 - 24.1	45#	40				
24.1 - 24.75	60	40				
24.75 - 25.59	45#	40				
25.59 - 26.6	35#	30				
26.6 - 27.99	30	25				
27.99 - 29.56	45# ³	40				
29.56 - 31.08	70	40				
31.08 - 31.56	50# ¹	40				
31.56 - 32.79	70	40				
32.79 - 34.29	39# ²	35				
34.29 - 34.64	30# ³	25				
34.64 - 37.35	70#	45				
37.35 - 37.99	55# ³	45				
37.99 - 39.45	79	45				
39.45 - 40.71	75#	45				
40.71 - 42.97 EASTBOUND	55#	35				
40.71 - 42.97 WESTBOUND	55#	45				
42.97 - 44.3	40	30				
44.3 - 45.61	34#	30				
45.61 - 47.11	44#	30				
47.11 - 48.31	35#	30				
48.31 - 50.44	29#	25				
50.44 - 50.9	35#	30				
50.9 - 51.95	45#	30				
51.95 - 52.25	40#	30				
52.25 - 52.46	35#	30				
52.46 - 52.69	28#	25				
52.69 - 54.3 EASTBOUND	39#	25				
54.3 - 55.43 EASTBOUND	50#	30				

BETWEEN CP TAYLOR AND LANCASTER

MP LOCATION BETWEEN	MAIN		MT 1		MT 2	
	PSGR	FRT	PSGR	FRT	PSGR	FRT
52.69 - 54.02 WESTBOUND	39#	25				
54.02 - 55.43 WESTBOUND	50#	35				
55.43 - 55.9	47#	35				
55.9 - 57.39	59#	45				
57.39 - 59.94	54# ³	45				
59.94 - 61.16	75#	45				
61.16 - 64.72	49# ¹	35				
64.72 - 66.28	79#	40				
66.28 - 67.4	55# ¹	50				
67.4 - 76.16	79	60				
76.16 - 76.63	40 ²	10				
1 - PROTECTED BY IIATS 2 - PROTECTED BY IIATS WESTBOUND ONLY 3 - PROTECTED BY IIATS EASTBOUND ONLY # - REFER TO SSI SECTION S FOR EQUIPMENT AND WIND RESTRICTIONS						

ITEM 2. OTHER MAXIMUM SPEEDS

LOCATION	PSGR	FRT
CONTROLLED SIDING CP FLETCHER - CP CURRIER		
CP FLETCHER: THROUGH TURNOUT	25	20
SIDING TRACK	25	20
CP CURRIER: THROUGH TURNOUT	25	20
CP CURRIER: THROUGH CROSSOVERS	45	35
CP ALLEN: THROUGH CROSSOVERS	60	30

LOCATION	PSGR	FRT	
		W	E
CONTROLLED SIDING CP OLIVE - CP HOLLYWOOD			
CP OLIVE: THROUGH TURNOUT	35	25	25
MP 11.13 TO MP 12.74	50	40	25
MP 12.74 TO MP 13.37	60	50	25
CP HOLLYWOOD: THROUGH TURNOUT	60	50	25

LOCATION	PSGR	FRT
CP BURBANK JCT		
THROUGH CROSSOVERS	45	35
THROUGH TURNOUT MT 1 TO VENTURA SUBDIVISION MT 1 (DIVERGING ROUTE)	40	35

LOCATION	PSGR	FRT
TO/FROM VENTURA SUBDIVISION MT 2	40#	30

LOCATION	PSGR	FRT
CONTROLLED SIDING CP MCGINLEY - CP SHELTON		
CP MCGINLEY: THROUGH TURNOUT	45	35
SIDING TRACK	60	45
CP TUXFORD: THROUGH TURNOUT BETWEEN SIDING AND VULCAN LEAD	15	15

LOCATION	PSGR	FRT
CP SHELTON		
THROUGH TURNOUT BETWEEN MT AND SIDING	60	40
THROUGH TURNOUT BETWEEN MT AND VULCAN LEAD	30	20

LOCATION	PSGR	FRT
CONTROLLED SIDING CP ROXFORD - CP BALBOA		
CP ROXFORD: THROUGH TURNOUT	45	30
MP 23.67 TO MP 23.90	45	30
MP 23.90 TO MP 25.25	30	20
CP BALBOA: THROUGH TURNOUT	30	20

LOCATION	PSGR	FRT
CONTROLLED SIDING CP PORTAL - CP HOOD		
CP PORTAL: THROUGH TURNOUT	30	20
SIDING TRACK	40	35
CP HOOD: THROUGH TURNOUT	40	35

LOCATION	PSGR	FRT
CONTROLLED SIDING CP SAUGUS - CP CANYON		
CP SAUGUS: THROUGH TURNOUT	30	20
SIDING TRACK	30	20
CP CANYON: THROUGH TURNOUT	30	20

LOCATION	PSGR	FRT
CONTROLLED SIDING CP HONBY - CP HUMPHREYS		
CP HONBY: THROUGH TURNOUT	25	20
SIDING TRACK	25	25
CP HUMPHREYS: THROUGH TURNOUT	25	20

LOCATION	PSGR	FRT
CONTROLLED SIDING CP LANG - CP SOLEDAD		
CP LANG: THROUGH TURNOUT	50	35
MP 41.64 TO MP 42.97	50	35

LOCATION	PSGR	FRT
MP 42.97 TO MP 43.60	40	30
MP 43.60 TO MP 44.17	35	25
CP SOLEDAD: THROUGH TURNOUT	35	25

LOCATION	PSGR	FRT
CONTROLLED SIDING CP RAVENNA - CP KOCIAN		
CP RAVENNA: THROUGH TURNOUT	20	20
SIDING TRACK	20	20
CP KOCIAN: THROUGH TURNOUT	20	20
CONTROLLED SIDING CP SANTIAGO - CP CREST		
CP SANTIAGO: THORUGH TURNOUT	49	35
SIDING TRACK	49	35
CP QUARTZ: THROUGH CROSSOVER	49	35
CP CREST: THROUGH TURNOUT	45	35

LOCATION	PSGR	FRT
CP HAROLD AND PALMDALE JCT		
THROUGH TURNOUT	45	35
CONNECTING TRACK	45	35
LANCASTER: MECHANICAL TRACK	5	5
ALL OTHER TRACKS, CROSSOVERS AND TURNOUTS	10	10

FREIGHT TRAINS TONS PER OPERATIVE BRAKE

TPOB shall be determined per Freight Railroad's System Special Instruction. All freight trains shall comply with SCRRRA systemwide TPOB speed restrictions provided in the SCRRRA System Special Instructions under Rule 6.31.2, Other Maximum Speeds. UPRR Freight trains must also comply with UPRR System Special Instructions for Heavy and Mountain Grade Operations.

In addition to the SCRRRA system wide TPOB speed restrictions, freight trains shall not exceed speeds shown in tables below between the following descending portion of grades:

- MP 25.6 TO MP 30.3
- MP 32.4 TO MP 33.5
- MP 38.6 TO MP 40.0
- MP 44.3 TO MP 67.6

TPOB	DESCENDING GRADE FREIGHT TRAIN MAXIMUM SPEED
LESS THAN 80	NO RESTRICTION
GREATER THAN 80 TO 100	25 MPH
GREATER THAN 100 TO 130	20 MPH
GREATER THAN 130 TO 158	15 MPH

Between MP 11.3 and MP 15.6, do not exceed table below:

TPOB	DESCENDING GRADE FREIGHT TRAIN MAXIMUM SPEED
LESS THAN 100	25 MPH
GREATER THAN 100 TO 130	20 MPH
GREATER THAN 130 TO 158	15 MPH

ITEM 3. SUBDIVISION SPECIAL INSTRUCTIONS**RULE 1.14 EMPLOYEE JURISDICTION****OTHER RAILROADS****TRAIN OPERATIONS ON METROLINK TRACKS:**

LOCATIONS	MP
BMC Spur (off MT 1)	5.3964
Maintenance Spur	7.5417
Industry Spur	20.1638
Industry Spur (off main track)	24.1977
DWP Spur (off siding)	25.1186
Tunnel Spur	26.3884

LOCATIONS	MP
BMC Spur (off MT 1)	5.3964
Maintenance Spur	7.5417
Industry Spur	20.1638
Industry Spur (off main track)	24.1977
DWP Spur (off siding)	25.1186
Maintenance Spur (off siding)	29.1138
Maintenance Spur (off siding)	29.3271
Old Metrolink Layover Yard	32.3420
Industry Spur (off siding)	32.4623
Industry Spur	32.7170
Industry Spur	38.0089
Gillibrand Industries (off siding)	43.9080
Maintenance Spur (off siding)	53.5006
Maintenance Spur (off main track)	61.7453
Maintenance Spur (off siding)	61.8000

Tracks may be used for delivery, storage, loading or unloading of SCRRRA material or non-revenue cars and for emergency set outs of defective cars. Tracks used for freight delivery may be used for SCRRRA material movements, if arranged so as not to interfere with freight traffic and for emergency set outs of defective cars

Freight Train Operations: see System Special Instructions Section B. for further instructions.

RULE 1.20 ALERT TO TRAIN MOVEMENT**A. NO RIDE ZONE:**

- MP 26.64 to MP 27.95, Tunnel No. 25 (6,976 feet)
- MP 44.97 to MP 45.04, Tunnel No. 19 (328 feet)
- MP 45.42 to MP 45.47, Tunnel No. 18 (266 feet)
- MP 46.53, Soledad Canyon Road Overpass

B. LOCATION OF CLOSE SIDE CLEARANCES:

- At MP 8.09, Hand rails on each side of bridge.
- Between MP 10.7 and MP 10.9, Fence in between tracks next to MT 2.
- Between MP 29.9 and MP 30.1, Fence in between tracks.
- Tunnel No. 25, 19, 18 and Soledad Canyon Road Overpass

RULE 1.33 INSPECTION OF FREIGHT CARS

- Any Equipment **less than** 17 feet 0 inches above top of rail **and exceeding** 11 feet 0 inches total width (or half width exceeding 5 feet 6 inches measured from the centerline of track) **must be cleared by proper authority before movement**
- Any Equipment **in excess of** 17 feet 0 inches above top of rail **must not exceed** AAR Plate H horizontal clearance – (8 feet 7 inches in total width) and Plate H vertical clearance – (20 feet 2 inches above top of rail)
- Any equipment **in excess of** 17 feet 0 inches above top of rail **and exceeding** AAR Plate H horizontal or verti-

cal clearances **must be cleared by proper authority before movement.**

RULE 1.43 STOPPED IN TUNNELS

Lights have been installed in Tunnel No. 25. These lights may be operated by the Valley Subdivision train dispatcher or operated manually in the field. For manual operation, light switches are located at the east and west portals and every 500 feet in the tunnel on the north side of tunnel. Light switches are secured with Metrolink switch locks.

These lights may be on for railroad purposes (i.e. inspect train stopped in the tunnel, inspect track, when necessary to assist passengers evacuate a train, etc.). If encountering lights on in the tunnel, crew must notify the train dispatcher. Voice, PBX and cell phone repeater have been installed so SCRRA dispatchers can be contacted by railroad radio or cell phone from inside the tunnel.

RULE 2.10 EMERGENCY CALLS

Trains experiencing emergency application of brakes between CP Harold and Lancaster must also transmit warning on radio channel 014-014 to advise trains on adjacent UPRR tracks.

RULE 2.16 ASSIGNED RADIO FREQUENCIES

Radio channel 029-029 will be used on Valley Sub.

RULE 5.13 BLUE SIGNAL PROTECTION OF WORKMEN

At Lancaster, the track to the north of the Main Track is designated as a Mechanical Service Track and is identified by a Mechanical Limits Sign.

RULE 5.8.4 WHISTLE QUIET ZONE

Rule 5.8.4 is in effect at the following crossings:

STREET NAME	MP
FLOWER STREET	8.47
GRANDVIEW AVENUE	8.74
SONORA AVENUE	9.15

RULE 6.21.2 WATER ABOVE RAIL

FLASH FLOOD WARNING CRITICAL LOCATIONS

- MP 17.05 – Sheldon Street
- MP 20.06 – Paxton Street
- MP 23.72 – Roxford Street
- MP 26.20 to 26.42 – Channel south of track and pipe culvert beneath track.
- MP 26.61 – Steep cut slopes east end Tunnel No. 25
- MP 27.95 – Steep cut slopes west end Tunnel No. 25
- MP 30.94 – Placerita Creek Bridge (Protected by High Water Detector)
- MP 33.6 – Steep Cut Slope west of CP Canyon
- MP 44.2 to 45.5 – Steep Cut Slopes from CP Soledad to Tunnel 18
- MP 44.94 – Santa Clarita River Bridge (Protected by High

Water Detector)

- MP 47.3 – Steep Cut Slopes (Protected by Slide Detector)
- MP 56.22 – Bridge west of Crown Valley Road (Protected by High Water Detector)

RULE 6.23 EMERGENCY STOP OR SEVERE SLACK ACTION

A shared use corridor exists between CP Harold, MP 67.55 and End of Track, MP 76.6 with the Union Pacific Railroad. In the event of an emergency that could affect movement on the adjacent track, in addition to notifying the Metrolink Valley Sub Dispatcher, make the required notification for the adjacent track in compliance with GCOR 2.10 Emergency Calls by changing the radio to UPRR radio frequency 014-014.

RULE 6.26 USE OF MULTIPLE MAIN TRACKS

TRACK DESIGNATION:

Two Main Tracks between CP Taylor and W/L CP Burbank Jct. are designated from north to south as MT 1 and MT 2.

RULE 6.28 MOVEMENT ON OTHER THAN MAIN TRACK

6.28 is in effect on the Mechanical Service Track at Lancaster.

RULE 6.29.1 INSPECTING PASSING TRAINS

LOCATIONS OF DETECTORS:

MP	TRACKSIDE DETECTOR TYPE	TRACK
7.7	HB & DE W/AXLE COUNT	BOTH
15.1	DE W/O AXLE COUNT	MAIN
20.1	HW & DE W/AXLE COUNT	MAIN
24.7	DE W/O AXLE COUNT	BOTH
31.0	HB & DE W/AXLE COUNT	MAIN
40.8	DE W/O AXLE COUNT	MAIN
50.2	HB & DE W/AXLE COUNT	MAIN
59.5	DE W/O AXLE COUNT	MAIN
65.9	HB, HW & DE W/AXLE COUNT	MAIN

HB = Hot Box Detector **DE** = Dragging Equipment

HW = High-Wide Shifted Load

The HW detectors protect Tunnels No. 25 (MP 26.6), No. 19 (MP 45.0) and No. 18 (MP 45.5).

After inspection, freight car identified by readout must be set out prior to reaching these tunnels unless otherwise instructed by Train Dispatcher. When approaching HW detectors, do not emergency. Axle count is only given when a defect is detected. Trackside detector at MP 24.7 operates on Main Track and Controlled Siding. When making radio report, detector will identify Main Track as "Track 1" and Controlled Siding as "Track 2".

RULE 6.29.2 TRAIN INSPECTIONS BY CREW MEMBERS

Freight inspection for HW defect: When a roll-by inspection can be made from the ground, a walking inspection of stopped train is not required between CP Roxford and CP Balboa.

RULE 6.30 RECEIVING OR DISCHARGING PASSENGERS

At Glendale, Burbank, Newhall, and Vincent Acton Stations: When a passenger train is receiving, or discharging passenger on either Main Track, an approaching train, engine, hi-rail or maintenance equipment must not enter the station platform area on the adjacent track until train in station advises that station work has been completed and that it is safe to proceed into the station.

RULE 6.32.6 BLOCKING PUBLIC CROSSINGS

Freight Trains, when stopped between CP Soledad and CP Lang, shall not block highway crossing at grade, Lang Station Road at MP 43.62.

RULE 9.11 MOVEMENT FROM SIGNAL REQUIRING RESTRICTED SPEED

Block Signal with "P" Plate

COMPLY WITH SYSTEM SPECIAL INSTRUCTIONS 9.11.1.

WWD Signal No.	Protection Afforded	EWD Signal No.
CP Hood	High Water Detector, MP 30.94	CP Saugus
CP Soledad	High Water Detector, MP 44.94	462
461	Slide Detector Fences, MP 47.3	482
551	High Water Detector, MP 56.22	572

RULE 9.12.1 CTC TERRITORY STOP INDICATIONS

Authority must be obtained from Metrolink train dispatcher to pass controlled signals indicating STOP at all locations in all directions, unless otherwise specified.

UPRR CP SP414 (PALMDALE JUNCTION):

Before operating eastward beyond control signals indicating STOP onto Metrolink Valley Sub, authority must be secured from the UPRR train dispatcher to pass controlled signals indicating STOP and authority must be obtained from the Metrolink Train Dispatcher to occupy Main Track beyond Control Point. Trains operating westward onto the UPRR Mojave Sub are authorized by UPRR dispatcher only.

RULE 10.0 RULES APPLICABLE ONLY IN CENTRALIZED TRAFFIC CONTROL (CTC)**CTC IS IN EFFECT:**

- On Main Tracks and Controlled Sidings between CP Taylor and end of track at Lancaster.
- On UPRR Connecting Track between CP Harold and UPRR CP SP 414, Palmdale Jct. CTC at UPRR CP SP414 is controlled by UPRR Train Dispatcher.

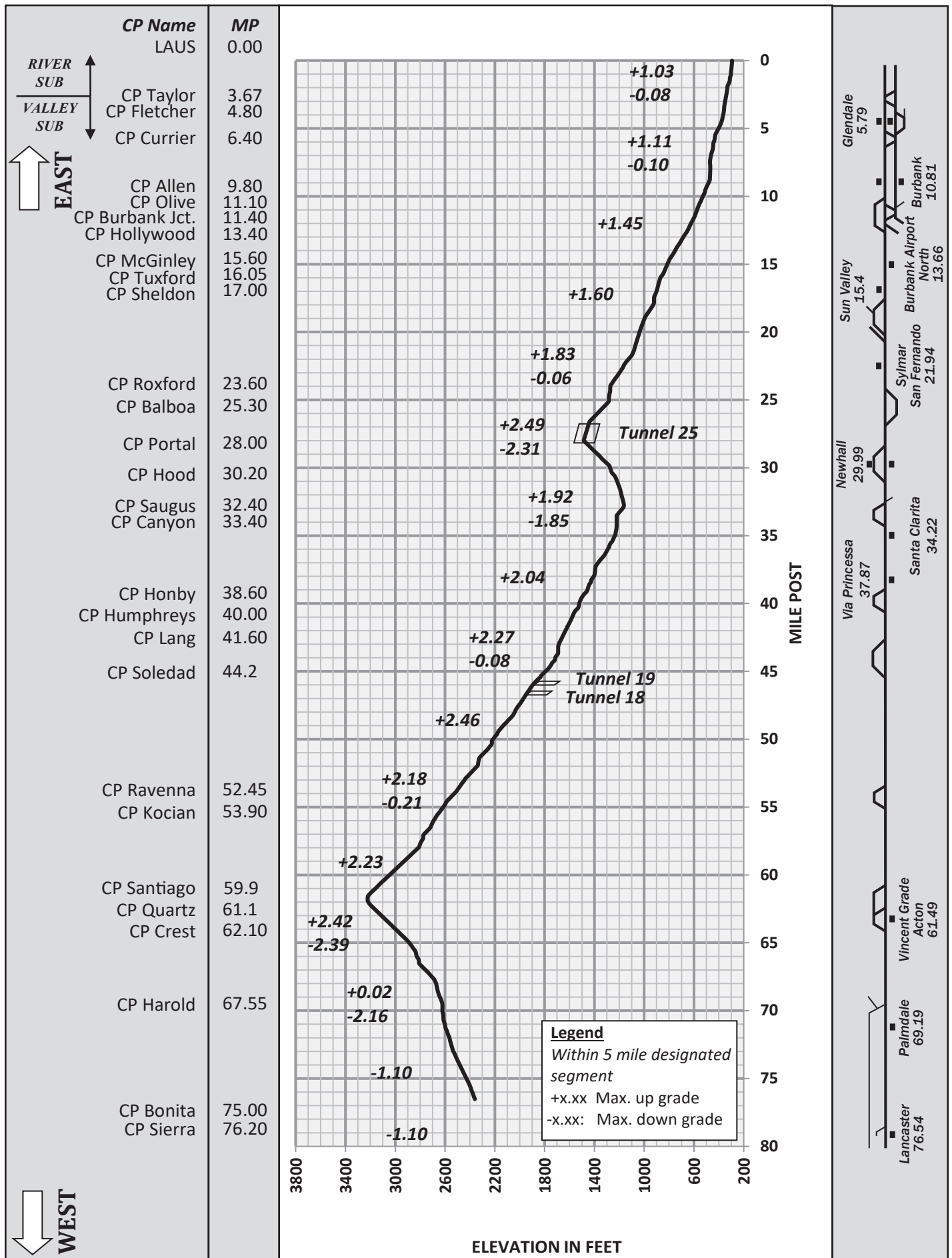
RULE 18.7.1 TRACK AND DIRECTION OF TRAVEL SELECTION

At the following locations, a track selection may be required prior to entering a subdivision or start of PTC limits:

LOCATION	MILE POST	SUBDIVISION TRANSITION
CP TAYLOR	3.6705	RIVER
CP BURBANK JCT	11.5911	VENTURA MT 2
CP BURBANK JCT	11.5913	VENTURA MT 1
CP HAROLD	67.6261	UPRR MOJAVE

NOTE: IF NO TRACK NAME IS SPECIFIED, MILE POST GIVEN IS FOR ALL TRACKS AT THAT LOCATION.

GRADE CHART - VALLEY SUBDIVISION



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WESTWARD ↓	TRACK DIAGRAM	RADIO CHANNEL 029-029	METHOD OF OP.	RULE 4.3	MILEPOST	EASTWARD ↑
		VENTURA SUBDIVISION				
		CP BURBANK JCT		J	11.4	
		(JCT VALLEY SUB)			462.3853* 462.3857*	
		1.59				
		CP KATZ			460.8	
		0.2				
		BURBANK BOB HOPE AIRPORT	2MT		460.61	
		4.5	CTC			
		CP WOODMAN	PTC		456.1	
		1.0				
		VAN NUYS			455.05	
		1.4				
		CP ELLIKER			453.7	
		0.6				
		CP RAYMER			453.1	
		3.8				
		NORTHRIDGE			449.29	
		2.6				
		CP BERNSON			446.7	
		1.2				
		CHATSWORTH			445.46	
		1.1				
		CP TOPANGA			444.4	
		3.6				
		CP DAVIS			440.8	
		1.6				
		CP SANTA SUSANA	CTC		439.2	
		1.1	PTC			
		SIMI VALLEY			438.1	
		5.3				
		CP STRATHEARN			432.8	
		1.7				
		CP MILLHOUSE			431.1	
		3.7				
		CP COLONIA			427.4	
		0.2				
		MOORPARK			427.19	
		0.8				
		CP LAS POSAS		J	426.4 426.3965*	
	UPRR	UPRR CP C0423, JCT. UPRR SANTA BARBARA SUB	UPRR		UPRR 423.1	
(35.99 miles)						
* START/END OF SUBDIVISION						

ITEM 1. MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN CP LAS POSAS AND CP BURBANK JCT						
MP LOCATION BETWEEN	MAIN		MT 1		MT 2	
	P	F	P	F	P	F
426.4 - 429.4	70	60				
429.4 - 429.81	53# ²	48				
429.81 - 431.77	73#	60				
431.77 - 432.2	70#	60				
432.2 - 434.34	73#	60				
434.34 - 437.7	79	60				
437.7 - 438.11	60#	40				
438.11 - 439.96	70#	40				
439.96 - 440.84	60#	40				
440.84 - 441.2	50#	40				
441.2 - 442.6	40	30				
442.6 - 444.37	40 ²	40				
444.37 - 453.09	70#	40				
453.09 - 455.98			70	40	79	40
455.98 - 456.16			70	40	70	40
456.16 - 460.7			79	40	70	40
460.7 - 462.35			79	30	70	30
462.35 - 462.39			40 ³	35	40# ¹	30
1 - PROTECTED BY IIATS						
2 - PROTECTED BY IIATS WESTBOUND ONLY						
3 - PROTECTED BY IIATS EASTBOUND ONLY						
# - REFER TO SSI SECTION S FOR EQUIPMENT AND WIND RESTRICTIONS						

ITEM 2. OTHER MAXIMUM SPEEDS

LOCATION	PSGR	FRT
CONTROLLED SIDING CP LAS POSAS - CP COLONIA		
CP LAS POSAS: THROUGH TURNOUT	45	35
SIDING TRACK	45	40
CP COLONIA: THROUGH TURNOUT	45	35
CONTROLLED SIDING CP MILLHOUSE - CP STRATHEARN		
CP MILLHOUSE: THROUGH TURNOUT	45	35
SIDING TRACK	60	40
CP STRATHEARN: THROUGH TURNOUT	45	30
CONTROLLED SIDING CP SANTA SUSANA - CP DAVIS		
CP SANTA SUSANA: THROUGH TURNOUT	45	35
SIDING TRACK	45	40
CP DAVIS: THROUGH TURNOUT	45	30
CONTROLLED SIDING CP TOPANGA - CP BERNSON		
CP TOPANGA: THROUGH TURNOUT	45	30
SIDING TRACK	45	40

LOCATION	PSGR	FRT
CP BERNSON: THROUGH TURNOUT	45	35
CP RAYMER: THROUGH TURNOUT	45	35
CP ELLIKER: THROUGH CROSSOVER	25	20
CP WOODMAN		
THROUGH CROSSOVERS MT 1 TO MT 2	45	35
THROUGH CROSSOVERS BTWN GEMCO LEAD AND MT 1	10	10
CP KATZ: THROUGH CROSSOVERS	45	35
ALL OTHER TRACKS, CROSSOVERS AND TURNOUTS	10	10

FREIGHT TRAIN TONS PER OPERATIVE BRAKE

TPOB shall be determined per Freight Railroad's System Special Instruction. All freight trains shall comply with SCRRRA systemwide TPOB speed restrictions provided in the SCRRRA System Special Instructions under Rule 6.31.2, Other Maximum Speeds. UPRR Freight trains must also comply with UPRR System Special Instructions for Heavy and Mountain Grade Operations.

In addition to the SCRRRA system wide TPOB speed restrictions, freight trains shall not exceed speeds shown in tables below between the following descending portion of grades:

- MP 426.4 and MP 429.4
- MP 442.6 and MP 446.8

TPOB	DESCENDING GRADE FREIGHT TRAIN MAXIMUM SPEED
80 OR LESS	NO RESTRICTION
GREATER THAN 80 TO 100	30 MPH
GREATER THAN 100 TO 130	25 MPH
GREATER THAN 130 TO 158	20 MPH

ITEM 3. SUBDIVISION SPECIAL INSTRUCTION

RULE 1.14 EMPLOYEE JURISDICTION

OTHER RAILROADS

TRAIN OPERATIONS ON METROLINK TRACKS:

LOCATIONS	MP
Moorpark Layover Yard*	426.9648
Setout Spur	437.3369
Setout Spur	439.6273
Setout Spur	440.4199
Industry Spur	447.0748
Industry Spur	447.6073

LOCATIONS	MP
Industry Spur	449.3465
Industry Spur	449.9580
Industry Spur	450.2885
Industry Spur	452.0106
Budweiser Spur (off MT 1)	453.4993
Industry Spur (off MT 2)	453.8034
Van Nuys Crossover West (off MT 1)	454.7614
Van Nuys Crossover East (off MT 1)	455.2443
Hewit Siding (off MT 2)	458.0502
Industry Spur (off MT 1)	458.4455
Industry Spur (off MT 1)	459.0311
Burbank Storage Track West (off MT 1)	461.4837
Burbank Storage Track East (off MT 1)	462.1671

* Use for other than passenger train storage must be coordinated with Chief Dispatcher. Tracks may be used for delivery, storage, loading or unloading of SCRRRA material or non-revenue cars and for emergency set outs of defective cars. Tracks used for freight delivery may be used for SCRRRA material movements, if arranged so as not to interfere with freight traffic and for emergency set outs of defective cars.

RULE 1.20 ALERT TO TRAIN MOVEMENT

A. No Ride Zone:

- MP 440.28, Kuehner Drive/Santa Susana Pass Road
- MP 441.19 to MP 442.59, Tunnel No. 26 (7,369 feet)
- MP 442.98 to MP 443.06
- MP 443.87 to MP 443.98, Tunnel No. 28 (537 feet)

Location of Close Side Clearances:

- Tunnel No. 26, 27, 28
- MP 440.28, Kuehner Drive/Santa Susana Pass Road

RULE 1.33 INSPECTION OF FREIGHT CARS

- A. Any Equipment **less than** 17 feet 0 inches above top of rail **and exceeding** 11 feet 0 inches total width (or half width exceeding 5 feet 6 inches measured from the centerline of track) **must be cleared by proper authority before movement.**
- B. Any Equipment **in excess of** 19 feet 4 inches above top of rail or **in excess of** Plate H horizontal clearance (8 feet 7 inches in total width) **must be cleared with proper authority before movement.**
- C. Movement of the following freight cars are **not allowed** on the Ventura Subdivision.
- Double-stack container cars loaded in excess at 19 ft-4 in above top of rail.
 - TQX multilevel cars (type M3X, type M3Y, BNSF 306000-360153 and GVSR 8900-89058).

RULE 1.43 STOPPED IN TUNNELS

Lights have been installed in Tunnel No. 26. These lights may be operated by the Ventura subdivision dispatcher or operated manually in the field. To operate manually, use light switches installed at each portal and three (3) other locations approximately 1800 ft. apart on the north side within the tunnel, secured with Metrolink switch locks. These lights may be on for railroad purposes (i.e. inspect train stopped in the tunnel, inspect track, when necessary to assist passengers evacuate a train, etc.). If encountering lights on in the tunnel, crew must notify the train dispatcher.

RULE 2.16 ASSIGNED RADIO FREQUENCIES

Radio channel **029-029** will be used on the Ventura Sub.

RULE 6.21.2 WATER ABOVE RAIL FLASH FLOOD WARNINGS**FLASH FLOOD WARNING CRITICAL LOCATIONS**

- MP 443.25 – Steep cut slope
- MP 429.26 – Bridge west of Los Angeles Avenue (Protected by High Water Detector).

RULE 6.26 USE OF MULTIPLE MAIN TRACKS**TRACK DESIGNATION:**

Two Main Tracks between CP Raymer and CP Burbank Jct. are designated from north to south as MT1 and MT2.

RULE 6.29.1 INSPECTING PASSING TRAINS

Trackside Warning Detectors and Inspections

MP	TRACKSIDE DETECTOR TYPE	TRACK
436.10	HB, HW & DE W/AXLE COUNT	MAIN
451.30	HB, HW & DE W/AXLE COUNT	MAIN

HB = Hot Box Detector **DE** = Dragging Equipment

HW = High-Wide Shifted Load.

HW detectors protect Tunnels No. 26 (MP 442.61), No. 27 (MP 443.06) and No. 28 (MP 443.98).

After inspection, freight car identified by readout must be set out of trains prior to reaching these tunnels unless otherwise instructed by train dispatcher. Axle count is only given when a defect is detected. When approaching HW detectors, do not key the radio within 200 feet in either direction unless in an emergency.

RULE 6.30 RECEIVING OR DISCHARGING PASSENGERS

At Burbank - Bob Hope Airport, Chatsworth and Moorpark stations: When a passenger train is receiving, or discharging passenger on either Main Track, an approaching train, engine, hi-rail or maintenance equipment must not enter the station platform area on the adjacent track until train in station advises that station work has been completed and that it is safe to proceed into the station.

RULE 6.32.6 BLOCKING PUBLIC CROSSINGS

When stopped between CP Santa Susana and CP Davis, trains must not block Katherine Rd., MP 439.65.

RULE 8.20 DERAIL LOCATION AND POSITION

Moorpark: Except when protecting equipment in layover facility, the two (2) split derails must be lined and locked in the non-derailing position.

RULE 9.11 MOVEMENT FROM SIGNAL REQUIRING RESTRICTED SPEED

Block Signal with "P" Plate

COMPLY WITH SYSTEM SPECIAL INSTRUCTIONS 9.11.1.

WWD SIGNAL	PROTECTION AFFORDED	EWD SIGNAL
4295	HIGH WATER DETECTOR, BRIDGE, MP 429.26	CP COLONIA

RULE 9.12.1 CTC TERRITORY**STOP INDICATIONS**

Authority must be obtained from Metrolink train dispatcher to pass controlled signals indicating STOP at all locations in all directions, unless otherwise specified.

CP LAS POSAS

Before operating westward beyond control signals indicating STOP onto UPRR Santa Barbara Sub, authority must be secured from the Metrolink train dispatcher to pass controlled signals indicating STOP and authority must be obtained from the UPRR train dispatcher to occupy Main Track beyond Control Point. Trains operating eastward onto the Metrolink Ventura Sub are authorized by Metrolink dispatcher only.

RULE 10.0 RULES APPLICABLE ONLY IN CENTRALIZED TRAFFIC CONTROL (CTC):**CTC IS IN EFFECT**

On Main Tracks and Controlled Sidings between west limits CP Las Posas and CP Burbank Jct.

On Gemco Lead within limits of CP Woodman.

RULE 18.7.1 TRACK AND DIRECTION OF TRAVEL SELECTION

At the following locations, a track selection may be required prior to entering a subdivision or start of PTC limits:

LOCATION	MILE POST	SUBDIVISION TRANSITION
CP BURBANK JCT	462.3857	VALLEY MT 2
CP BURBANK JCT	462.3853	VALLEY MT 1
CP LAS POSAS	426.3965	UPRR SANTA BARBARA

NOTE: IF NO TRACK NAME IS SPECIFIED, MILE POST GIVEN IS FOR ALL TRACKS AT THAT LOCATION.

RULE 18.12 MOVEMENTS WITHOUT PTC

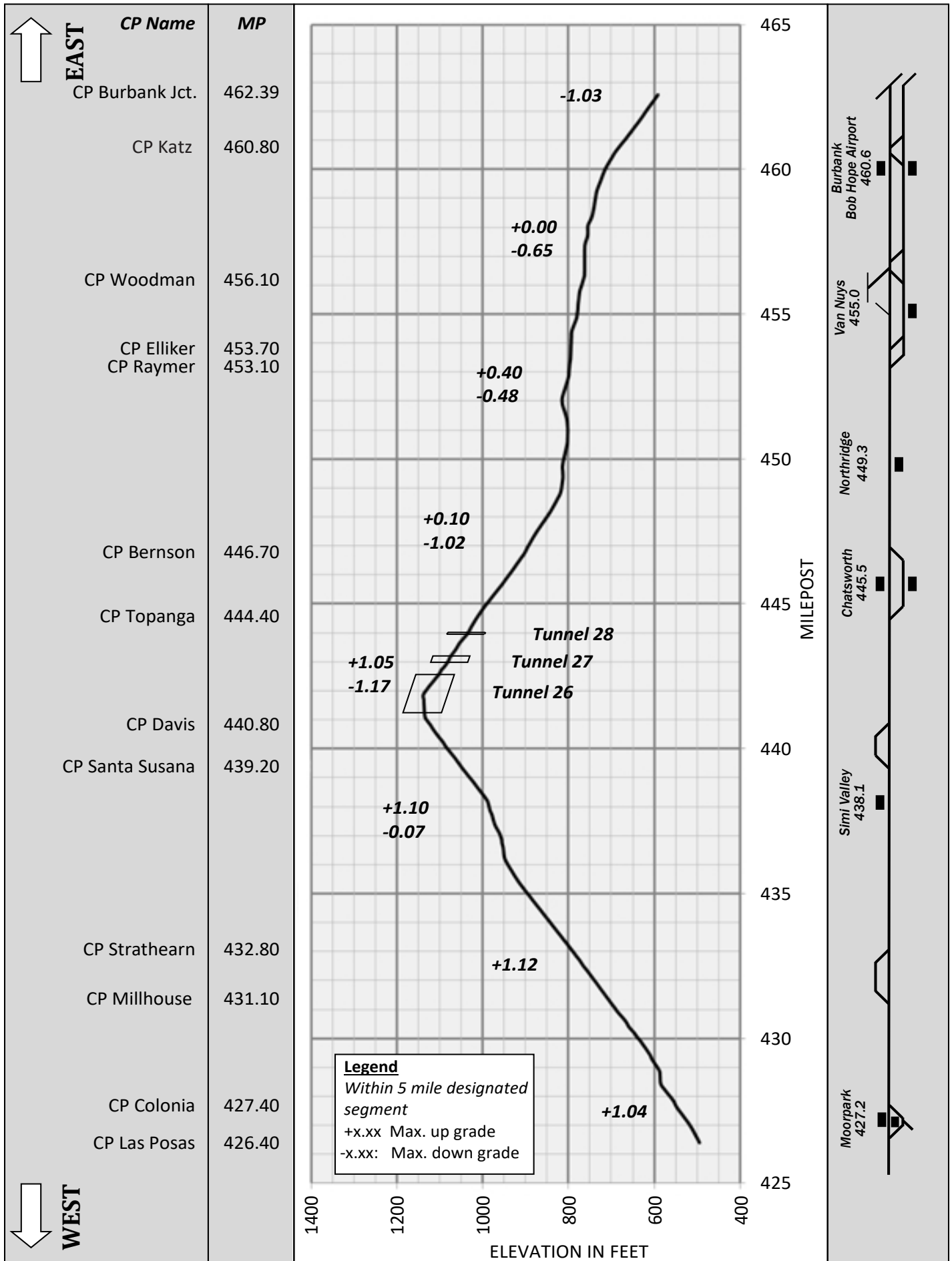
Trains may operate in PTC territory without the controlling locomotive being PTC equipped or initialized, provided the movement is engaged in freight switching or work train service, under the following conditions:

All movements that take place within the outer opposing signals of CP Woodman on the UPRR Lead and do not enter any Main Track.

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GRADE CHART - VENTURA SUBDIVISION



WESTWARD →	TRACK DIAGRAM	RADIO CHANNEL	METHOD OF OP.	RULE 4.3	MILEPOST	EASTWARD ↑
		MONTALVO SUBDIVISION				
WEST LINE						
	BRISTOL (JCT. F&W RR) 0.62 END/BEGIN YARD LIMITS 0.35 CP WYE (JCT. EAST LINE) 0.13 <u>EAST VENTURA</u> 0.49	TWC	J	404.4672* 403.85 403.5 403.5043 ¹ 403.3 402.8051*		
		6.13				
			T			
		CTC PTC	J			
UPRR	UPRR CP C0399 (Jct. UPRR)	UPRR		399.6		
(1.66 miles)						
EAST LINE						
	CP WYE (Jct. West Line) 0.36	CTC	T	403.5 403.1354*		
		PTC	J			
UPRR	UPRR CP C0400 (Jct. UPRR)	UPRR		400.4		
(0.36 miles)						
* START/END OF SUBDIVISION ¹ START/END PTC						

* START/END OF SUBDIVISION ¹ START/END PTC

ITEM 1. MAXIMUM AUTHORIZED SPEED FOR TRAINS

MP LOCATION BETWEEN	WEST LINE		EAST LINE	
	P	F	P	F
402.81 - 404.47	15	10		
403.14 - 403.43			15	10

ITEM 2. OTHER MAXIMUM SPEEDS

LOCATION	P	F
CP WYE: THROUGH TURNOUTS	15	10
ALL OTHER TRACKS, CROSSOVERS, AND TURNOUTS	10	10

ITEM 3. SUBDIVISION SPECIAL INSTRUCTIONS

RULE 1.14 EMPLOYEE JURISDICTION

OTHER RAILROADS

UPRR and F & W trains and engines may use the Montalvo Subdivision with authority from Ventura Subdivision dispatcher.

FREIGHT TRAIN OPERATIONS

See System Special Instructions Section B for further instructions.

RULE 1.33 INSPECTION OF FREIGHT CARS

A. Any Equipment **less than** 17 feet 0 inches above top of rail **and exceeding** 11 feet 0 inches total width (or half width exceeding 5 feet 6 inches measured from the cen-

terline of track) **must be cleared by proper authority before movement.**

B. Any Equipment **in excess of** 19 feet 4 inches above top of rail or **in excess of** Plate H horizontal clearance (8 feet 7 inches in total width) from 17 feet 0 inches above top of rail to 19 feet 4 inches above top of rail **must be cleared with proper authority before movement.**

RULE 2.16 ASSIGNED RADIO FREQUENCIES

Radio channel **029-029** will be used on the Montalvo Subdivision.

RULE 6.13 YARD LIMITS

Yard limits is in effect on West Line between MP 403.5 (east limits CP Wye) and MP 403.85.

RULE 6.26 USE OF MULTIPLE TRAIN TRACKS

TRACK DESIGNATION

- Main Track between Bristol and CP C0399 is designated as WEST LINE.
- Main Track between CP Wye and CP C0400 is designated as EAST LINE.

RULE 6.32.2 AUTOMATIC WARNING DEVICES

Stop Signs are located at the following crossings in both directions:

- Bristol Rd, MP 404.44
- Johnson Dr, MP 403.66

Do not proceed into crossing until it is determined that route across is clear.

RULE 8.2 POSITION OF SWITCHES

Normal position for dual control switch at CP Wye is lined for WEST LINE.

RULE 9.12.1 CTC TERRITORY

STOP INDICATIONS

Authority must be obtained from Metrolink train dispatcher to pass controlled signals indicating STOP at all locations in all directions, unless otherwise specified.

- UPRR CP C0399: Trains operating from WEST LINE track toward UPRR Main Track must contact UPRR Train Dispatcher for authority. Trains operating from UPRR Main Track toward WEST LINE track must contact both UPRR and Metrolink Train Dispatchers for authority.
- UPRR CP C0400: Trains operating from EAST LINE track toward UPRR Main Track must contact UPRR Train Dispatcher for authority. Trains operating from UPRR Main Track toward EAST LINE track must contact both UPRR and Metrolink Train Dispatchers for authority.

RULE 10.0 RULES APPLICABLE ONLY IN CENTRALIZED TRAFFIC CONTROL (CTC):**CTC IS IN EFFECT:**

CTC on Montalvo Subdivision is controlled by Ventura Subdivision Dispatcher and is in effect on:

- EAST LINE between UPRR CP C0400 and CP Wye.
- WEST LINE between UPRR CP C0399 and east limits CP Wye.

Note: CTC at UPRR CP C0399 and at UPRR CP C0400 is controlled by the UPRR Train Dispatcher.

RULE 14.0 RULES APPLICABLE ONLY WITHIN TRACK WARRANT CONTROL (TWC) LIMITS:

TWC is in effect: WEST LINE between MP 403.85 and Bristol.

RULE 14.1 AUTHORITY TO ENTER TWC LIMITS

Crews must obtain a Track Warrant conveying authority from the Ventura Subdivision dispatcher before operating on WEST LINE between MP 403.85 and Bristol.

Note: Trains are not required to obtain a Track Warrant for authority to operate within Yard Limits between CP Wye and MP 403.85.

RULE 14.10 TRACK WARRANT IN EFFECT

Crews operating within TWC limits on WEST LINE, Montalvo Subdivision, must report clear of Track Warrant authority when train clears the limits of their authority.

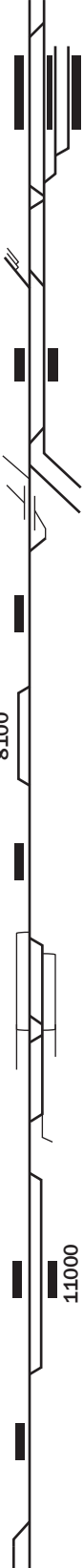
RULE 18.7.1 TRACK AND DIRECTION OF TRAVEL SELECTION

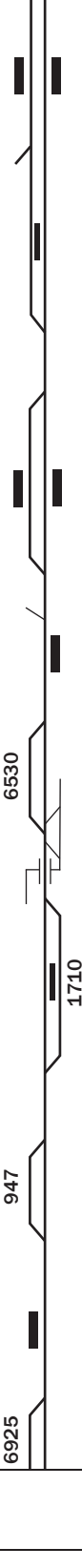
At the following locations, a track selection may be required prior to entering a subdivision or start of PTC limits:

LOCATION	MILE POST	SUBDIVISION TRANSITION
BRISTOL	404.4672	F&W RR TWC
CP C0400	403.1354	UPRR SANTA BARBARA
CP C0399	402.8051	UPRR SANTA BARBARA

NOTE: IF NO TRACK NAME IS SPECIFIED, MILE POST GIVEN IS FOR ALL TRACKS AT THAT LOCATION.

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WESTWARD ←	TRACK DIAGRAM	RADIO CHANNEL 087-087		METHOD OF OP.	RULE 4.3	MILE POST	EASTWARD →
		SAN GABRIEL SUBDIVISION					
		CP REDLANDS	CTC PTC	QZ	57.7623*		
	0.1						
	<u>SAN BERNARDINO TRANSIT CENTER</u>						
	0.2						
	CP MORRIS						
	0.7						
	CP KENDALL						
	0.3						
	<u>SAN BERNARDINO DEPOT</u>						
	0.22						
	CP VERNON ^{1,2}						
	1.0						
	CP RANCHO						
	2.4						
	<u>RIALTO</u>						
	0.5						
	CP LILAC						
	1.7						
	CP LOCUST						
	1.6						
	<u>FONTANA</u>						
	1.6						
	CP BEECH						
	1.9						
	CP KAISER						
	1.1						
	CP NOLAN						
2.1							
CP ROCHESTER							
0.4							
<u>RANCHO CUCAMONGA</u>							
1.8							
CP ARCHIBALD							
3.1							
<u>UPLAND</u>							
2.5							
CP CENTRAL							
0.3							
<u>MONTCLAIR</u>							
0.25							
CP VISTA							

WESTWARD ←	TRACK DIAGRAM	RADIO CHANNEL 087-087		METHOD OF OP.	RULE 4.3	MILE POST	EASTWARD →
		SAN GABRIEL SUBDIVISION					
		0.95		2MT CTC PTC	J	33.12	
		<u>CLAREMONT</u>					
		0.8					
		CP CAMBRIDGE ³					
		1.4					
		<u>POMONA</u>					
		0.5					
		CP WHITE					
		7.0					
		CP BARRANCA					
		0.4					
		<u>COVINA</u>					
		2.6					
		CP IRWIN					
		1.5					
		<u>BALDWIN PARK</u>					
		2.3					
		CP AMAR					
		1.3					
		CP BASSETT ⁴					
		2.4					
		CP WATSON					
		0.3					
		<u>EL MONTE</u>					
		0.1					
		CP HONDO					
		6.2					
	CP JORDAN						
	0.25						
	CP FREMONT						
	1.45						
	<u>CAL STATE LA</u>						
	2.2						
	CP MARENGO						
	1.32						
		CP PASADENA JCT. (Jct. River Sub)		J	482.3		
(56.78 miles)							

* START/END OF SUBDIVISION

¹ JCT BNSF CAJON SUBDIVISION

² JCT SHORT WAY SUBDIVISION

³ JCT PASADENA SUBDIVISION (MT 1)

⁴ JCT UPRR ALHAMBRA SUBDIVISION

ITEM 1. MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN CP VERNON AND CP PASADENA JCT						
MP LOCATION BETWEEN	MAIN		MT 1		MT 2	
	P	F	P	F	P	F
57.76 - 57.66	25	10				
57.66 - 56.43			25	10	25	10
56.43 - 56.25†			25	10	25	10
56.25 - 55.27†	45#	15				
55.27 - 55.07	45# ³	30				
55.07 - 47.54	79	55				
47.54 - 44.67			79	55	79	55
44.67 - 34.6	79	55				
34.6 - 32.45			79	55	79	55
32.45 - 31.12			79#	30	79#	30
31.12 - 30.35			40# ²	30	40# ²	30
30.35 - 29.85	40 ³	30				
29.85 - 25.89	79#	30				
25.89 - 23.37	60#	30				
23.37 - 20.41			60	30	60	30
20.41 - 19.17	60#	30				
19.17 - 15.85	70	30				
15.85 - 15.4	40# ¹	30				
15.4 - 12.69	60	30				
12.69 - 12.2	25 ²	25				
12.2 - 11.73	40# ³	30				
11.73 - 11.4	60#	30				
11.4 - 6.4	79#	30				
6.4 - 6.0	55# ²	30				
6.0 - 5.13	70	30				
5.13 - 4.73	50# ²	30				
4.73 - 4.44	40 ³	30				
4.44 - 2.71	60#	30				
2.71 - 2.48	50	30				
2.48 - 1.52	45#	30				
1.52 - 1.08	25# ²	20				

¹ - PROTECTED BY IIATS

² - PROTECTED BY IIATS WESTBOUND ONLY

³ - PROTECTED BY IIATS EASTBOUND ONLY

- REFER TO SSI SECTION S FOR EQUIPMENT AND WIND RESTRICTIONS

† - ALL EQUIPMENT OPERATED BETWEEN MP 56.4 AND MP 55.3 MUST HAVE OPERATIVE AIR BRAKES, TRAIN LINE CONNECTED AND CUT INTO ALL CARS

ITEM 2. OTHER MAXIMUM SPEEDS

LOCATION	PSGR	FRT
CP MORRIS		
THROUGH CROSSOVER	20	10
CP KENDALL		
THROUGH CROSSOVER	20	10

LOCATION	PSGR	FRT
CP VERNON		
THROUGH TURNOUT TO BNSF	25	10
THROUGH TURNOUT TO SHORT WAY SUB	25	10
THROUGH CROSSOVER	25	10
CP RANCHO: THROUGH CROSSOVER	20	20
CONTROLLED SIDING CP LILAC - CP LOCUST		
CP LILAC: THROUGH TURNOUT	45	35
SIDING TRACK	79	45
CP LOCUST: THROUGH TURNOUT	45	35
CP BEECH		
THROUGH TURNOUT BETWEEN MT & NORTH KAISER	15	10
THROUGH TURNOUT BETWEEN MT & MT 2	45	35
THROUGH TURNOUTS BETWEEN MT & SOUTH KAISER	15	10
CP KAISER: THROUGH CROSSOVERS	15	10
CP NOLAN		
THROUGH CROSSOVER	45	35
CONTROLLED SIDING CP ROCHESTER - CP ARCHIBALD		
CP ROCHESTER: THROUGH TURNOUT	45	35
SIDING TRACK	79	45
CP ARCHIBALD: THROUGH TURNOUT	45	35
CP CENTRAL: THROUGH TURNOUT	40	30
CP VISTA: THROUGH CROSSOVER	15	10
CP CAMBRIDGE: THROUGH TURNOUT	30	20
CP WHITE: THROUGH TURNOUT	40	30
CP BARRANCA: THROUGH TURNOUT	60	30
CP IRWIN: THROUGH TURNOUT	60	30
CONTROLLED SIDING CP AMAR - CP BASSETT		
CP AMAR: THROUGH TURNOUT	30	30
SIDING TRACK	30	30
CP BASSETT: THROUGH TURNOUT	30	20
CP BASSETT: THROUGH CROSSOVERS	30	20
CONTROLLED SIDING CP WATSON - CP HONDO		
CP WATSON: THROUGH TURNOUT	40	30
SIDING TRACK	20	20
CP HONDO: THROUGH TURNOUT	20	20
CONTROLLED SIDING CP JORDAN - CP FREMONT		
CP JORDAN: THROUGH TURNOUT	15	10
SIDING TRACK	15	10
CP FREMONT: THROUGH TURNOUT	15	10

LOCATION	PSGR	FRT
CONTROLLED SIDING CP MARENGO CP PASADENA JCT		
CP MARENGO: THROUGH TURNOUT	45	30
MP 2.41 AND MP 1.52	45	30
MP 1.52 AND MP 1.08	25	20
ALL OTHER TRACKS, CROSSOVERS, AND TURNOUTS	10	10
FREIGHT TRAIN TONS PER OPERATIVE BRAKE		
TPOB shall be determined per Freight Railroad's System Special Instruction. All freight trains shall comply with SCRRRA systemwide TPOB speed restrictions provided in the SCRRRA System Special Instructions under Rule 6.31.2, Other Maximum Speeds. UPRR Freight trains must also comply with UPRR System Special Instructions for Heavy and Mountain Grade Operations.		
In addition to the SCRRRA system wide TPOB speed restrictions, freight trains shall not exceed speeds shown in tables below between the following descending portion of grades:		
BETWEEN MP 20.4 AND MP 29.85		
TPOB	DESCENDING GRADE FREIGHT TRAIN MAXIMUM SPEED	
80 OR LESS	NO RESTRICTION	
GREATER THAN 80 TO 100	30 MPH	
GREATER THAN 100 TO 130	25 MPH	
GREATER THAN 130 TO 158	20 MPH	

ITEM 3. SUBDIVISION SPECIAL INSTRUCTIONS

RULE 1.14 EMPLOYEE JURISDICTION

OTHER RAILROADS

TRAIN OPERATIONS ON METROLINK TRACKS

LOCATIONS	MP
Old State Street (off siding)	2.3089
Industry Spur (off siding)	16.0750
Industry Spur (off main track)	16.1706
Industry Spur (off siding)	16.2737
Industry Spur (off siding)	16.3182
Industry Spur (off siding)	16.3375
Industry Spur (off siding)	16.3691
Industry Spur	16.9786
Industry Spur	17.0008
Orange Junction (Azusa Industry Track)	19.8958
Industry Spur	27.6064
Industry Spur	29.3405

LOCATIONS	MP
Industry Spur	30.3038
Industry Spur	40.0634
Industry Spur (off siding)	40.2830
Industry Spur (off siding)	41.0960
Industry Spur (off siding)	41.6936
Industry Spur (off main track)	41.8267
Industry Spur (off main track)	42.0193
West Leg - Etiwanda Wye (off main track)	42.0218
Industry Spur (off siding)	42.2616
East Leg - Etiwanda Wye	42.7006
Industry Spur	43.2438
Industry Spur	43.5566
Industry Spur	43.6428
Industry Spur	44.2195
Industry Spur	44.2443
MW Spur	51.9895
Industry Spur (off siding)	52.0468
MW Spur	52.1237
Industry Spur (off siding)	52.3027

Tracks may be used for delivery, storage, loading or unloading of SCRRRA material or non-revenue cars and for emergency setouts of defective cars. Tracks used for freight delivery may be used for SCRRRA material movements, if arranged so as not to interfere with freight traffic and for emergency set outs of defective cars.

The Redlands Industrial Spur begins at MP 0.0/MP 57.7623 on the San Gabriel subdivision, and is accessed from CP Redlands. Authority from the San Gabriel Subdivision Dispatcher must be obtained prior to entering CTC from the Redlands Industrial Spur at MP 0.0/MP 57.7623.

The Rialto Industrial Spur is accessed at Bench on the UPRR Mojave Subdivision. UPRR crews must obtain permission and General Track Bulletin from the San Gabriel Subdivision Dispatcher before operating on the Rialto Industrial Lead.

Freight Train Operations: see System Special Instructions Section B. for further instructions.

RULE 1.20 ALERT TO TRAIN MOVEMENT

A. No Ride Zone:

- MP 56.2 to MP 56.52

B. Location of Close Side Clearances:

- MP 1.35 Mission Road Overpass
- MP 1.79 I-5 Freeway Overpass
- MP 7.74 South Almansor Avenue Overpass
- MP 11.41 I-10 Freeway Overpass
- MP 46.08 Cherry Avenue Overpass

RULE 1.33 INSPECTION OF FREIGHT CARS

- A. Any Equipment **less than** 17 feet 0 inches above top of rail **and exceeding** 11 feet 0 inches total width (or half width exceeding 5 feet 6 inches measured from the centerline of track) **must be cleared by proper authority before movement.**
- B. Any Equipment **in excess of** 17 feet 0 inches above top of rail **must not exceed** AAR Plate H horizontal clearance – (8 feet 7 inches in total width) and Plate H vertical clearance – (20 feet 2 inches above top of rail) **must be cleared by proper authority before movement.**
- C. Any equipment **in excess of** 17 feet 0 inches above top of rail **and exceeding** AAR Plate H horizontal or vertical clearances **must be cleared by proper authority before movement.**

RULE 2.16 ASSIGNED RADIO FREQUENCIES

Radio channel **087-087** will be used on San Gabriel Sub.

Radio channel **083-083** will be used to conduct air test, switching movements, and mechanical troubleshooting between the Eastern Maintenance Facility (EMF) and Downtown San Bernardino (SBD).

RULE 5.8.2 SOUNDING WHISTLE

El Monte: When SCRRA Express or Amtrak (intercity) trains are operated between Los Angeles and San Bernardino without stopping at the station, whistle must be sounded frequently when approaching and passing station platform.

RULE 5.8.4 WHISTLE QUIET ZONE

Rule 5.8.4 is in effect at the following crossings:

STREET NAME	MP
2ND STREET	56.98
SOUTH G STREET	57.12
WEST RIALTO AVENUE	57.41
SAN BERNARDINO TRANSIT CENTER PEDESTRIAN CROSSING	57.48

RULE 5.9.5 DISPLAYING DITCH LIGHTS

When operating between CP Hondo and CP Pasadena Jct. adjacent to or down the center of the I-10 Freeway, ditch lights must be extinguished.

RULE 5.13 BLUE SIGNAL PROTECTION OF WORKMEN

The following locations are designated as a Mechanical Service Track and is identified by a Mechanical Limits sign:

- Inland Empire Layover Facility
- San Bernardino Transit Center Storage Tracks.

RULE 6.4.2 MOVEMENTS WITHIN CONTROL POINTS OR MANUAL INTERLOCKINGS

At the following locations, when the affected signals are in switching mode and movement stops while trailing end is between outer opposing absolute signals, the movement may change direction without permission from the San Gabriel Subdivision dispatcher:

- CP Rancho: On the A&R Lead
- CP Kaiser: On the North & South Leads

RULE 6.12 FRA EXCEPTED TRACK

Rule 6.12 is in effect on:

- Redlands Industrial Lead between MP 1.1 to MP 4.1.
- Rialto Industrial Lead.

RULE 6.21.2 WATER ABOVE RAIL**FLASH FLOOD WARNING CRITICAL LOCATIONS**

- MP 44.2 – Bridge immediately East of Etiwanda Avenue
- MP 45.0 – Bridge immediately West of CA Speedway Station
- MP 47.16 – Beech Avenue
- MP 51.44 – Cedar Avenue
- MP 51.95 to MP 52.2 – Cactus Avenue

RULE 6.23 EMERGENCY STOP OR SEVERE SLACK ACTION

A shared use corridor exists between MP 12.5 and MP 15.3 with the Union Pacific Railroad. In the event of an emergency that could affect movement on the adjacent track, in addition to notifying the Metrolink San Gabriel Sub Dispatcher, make the required notification for the adjacent track in compliance with GCOR 2.10 Emergency Calls by changing the radio to UPRR radio frequency 042-042.

RULE 6.26 USE OF MULTIPLE MAIN TRACKS**TRACK DESIGNATION**

Two main tracks are designated from north to south as MT 1 and MT 2 between:

- CP Redlands and west limits CP Vernon
- CP Beech and west limits CP Nolan
- CP Central and CP White
- CP Barranca and CP Irwin

RULE 6.28 MOVEMENT ON OTHER THAN MAIN TRACK

Rule 6.28 is in effect:

- Redlands Industrial Lead, MP 1.1 and End of Track MP 9.48
- Rialto Industrial Lead
- San Bernardino Transit Center Storage Tracks 1 & 2

RULE 6.29.1 INSPECTING PASSING TRAINS

MP	TRACKSIDE DETECTOR TYPE	TRACK(S)
32.9	HB, DE, W/AXLE COUNT	BOTH
48.8	HB, DE, W/AXLE COUNT	MAIN
54.9	HB, DE, W/AXLE COUNT	MAIN

HB = Hot Box Detector **DE** = Dragging Equipment

RULE 6.30 RECEIVING OR DISCHARGING PASSENGERS

El Monte and Claremont

When a passenger train is receiving, or discharging passenger on either main track, an approaching train, engine, hi-rail or maintenance equipment must not enter the station platform area on the adjacent track until train in station advises that station work has been completed and that it is safe to proceed into the station.

6.32.7 POWER OFF INDICATORS

Intermediate signals are equipped with power off indicators at MP 11.6, MP 8.2 and MP 4.1.

RULE 8.11 SWITCHES IN SIDING

Bassett Siding: Before lining a hand operated switch or derail for movement from the siding onto an auxiliary track, the crew member positioned at the switch must see that the movement has passed the last controlled signal in direction of approach. Hand operated switches and derails must not be operated to enter the siding from an auxiliary track without authority from the San Gabriel Subdivision Dispatcher. After entering the siding from an auxiliary track, hand operated switches and derails must be restored to their normal position as instructed in Rule 8.11 and Rule 8.20.

RULE 9.1 SIGNAL ASPECTS AND INDICATIONS

At CP Irwin and CP Barranca: If a diverging route is indicated by signal aspect, route is lined for movement from Main Track to MT1.

RULE 9.11 MOVEMENT FROM SIGNAL REQUIRING RESTRICTED SPEED

Block Signal with "P" Plate

Comply with System Special Instructions 9.11.1.

WWD SIGNAL NO.	PROTECTION AFFORDED	EWD SIGNAL NO.
CP BEECH	HIGH WATER DETECTOR, MP 47.1	CP KAISER
CP KAISER	HIGH WATER DETECTOR, MP 45.0	CP NOLAN
CP NOLAN	HIGH WATER DETECTOR, BRIDGE, MP 44.2	432

RULE 9.12.1 CTC TERRITORY**STOP INDICATIONS**

Authority must be obtained from Metrolink train dispatcher to pass controlled signals indicating STOP at all locations in all directions, unless otherwise specified.

CP Vernon: For movement to and from BNSF MT3: E/L CP Vernon signal mast is co-located with the W/L BNSF CP San Bernardino signal mast on the connecting track under the Mt. Vernon street overpass. Metrolink San Gabriel sub Dispatcher authorizes movement at CP Vernon and BNSF Cajon Sub Dispatcher authorizes movement at CP San Bernardino.

CP Bassett: Before operating westward beyond control signals indicating STOP onto UPRR Alhambra Sub, authority must be secured from the Metrolink train dispatcher, to pass controlled signal indicating STOP and authority must be obtained from UPRR train dispatcher to occupy UPRR main train beyond control point. Trains operating eastward onto Metrolink San Gabriel Sub from UPRR Alhambra Sub, are authorized by UPRR train dispatcher and authority must be obtained from Metrolink train dispatcher to occupy Main Track or Controlled Siding beyond control point.

RULE 10.0 RULES APPLICABLE ONLY IN CENTRALIZED TRAFFIC CONTROL (CTC).**CTC IS IN EFFECT**

- On Main Tracks and Controlled Sidings between CP Pasadena Jct. and east limits CP Redlands.
- On North Lead within limits of CP Kaiser.
- On South Lead within limits of CP Kaiser.
- On A and R Lead within limits of CP Rancho.

RULE 15.4 PROTECTION WHEN TRACK REMOVED FROM SERVICE

Redlands Industrial Lead is out of service from MP 4.1 to End of Track, MP 9.48.

RULE 18.7.1 TRACK AND DIRECTION OF TRAVEL SELECTION

At the following locations, a track selection may be required prior to entering a subdivision or start of PTC limits:

LOCATION	MILE POST	SUBDIVISION TRANSITION
CP REDLANDS	57.7623	SAN GABRIEL
CP VERNON	56.3273	BNSF CAJON (MT 3)
CP VERNON	56.2371	SHORT WAY (MT 2)
CP VERNON	56.2352	SHORT WAY (MT 1)
CP CAMBRIDGE	32.2050	PASADENA
CP BASSETT	15.2939	UPRR ALHAMBRA (EAST XOVER)
CP BASSETT	15.0506	UPRR ALHAMBRA (WEST XOVER)
CP MARENGO	1.0782	RIVER (MT)
CP MARENGO	1.0780	RIVER (SIDING)

NOTE: IF NO TRACK NAME IS SPECIFIED, MILE POST GIVEN IS FOR ALL TRACKS AT THAT LOCATION.

RULE 18.12 MOVEMENTS WITHOUT PTC

Trains may operate in PTC territory without the controlling locomotive being PTC equipped or initialized, provided the movement is engaged in freight switching or work train service, under the following conditions:

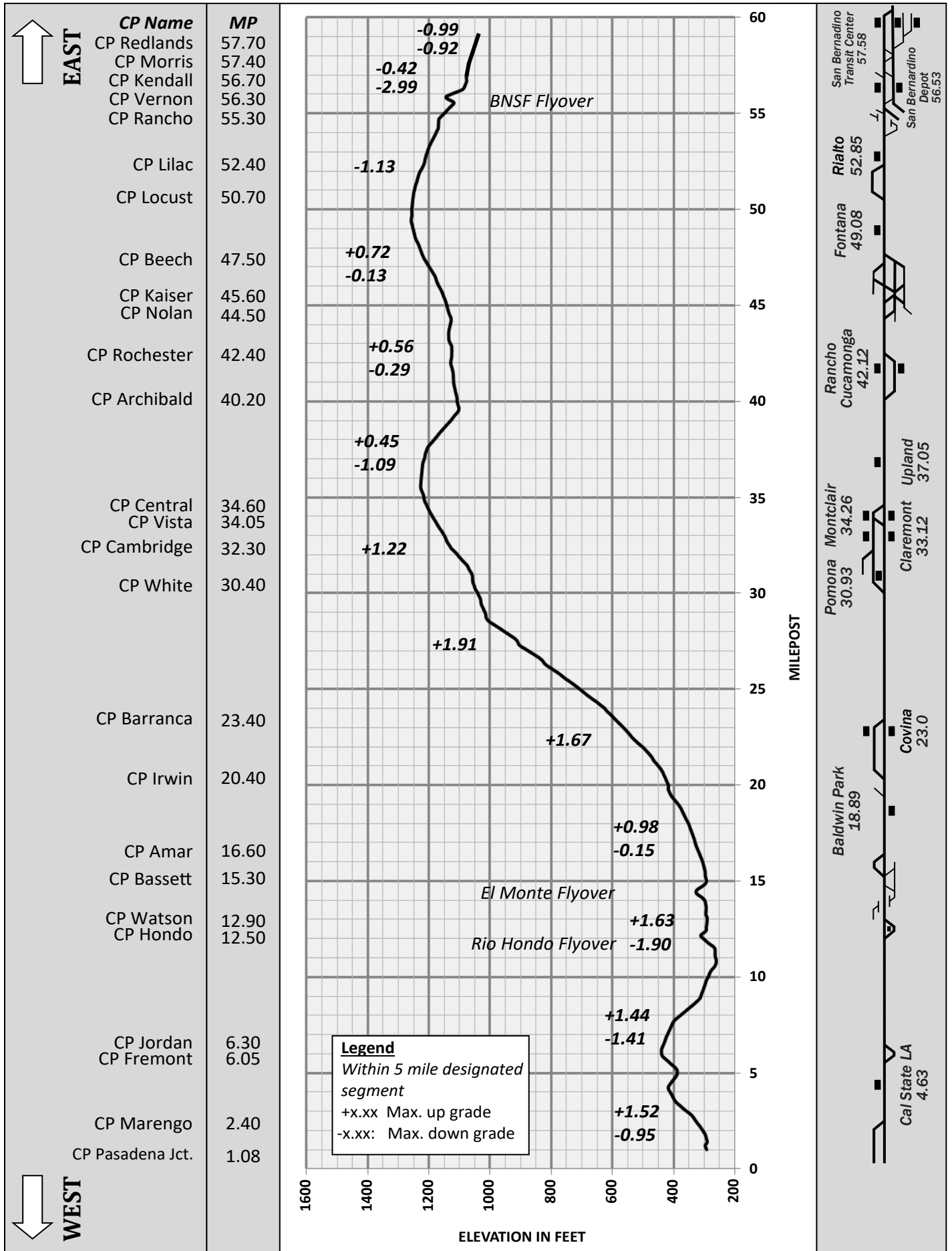
All movements that take place within the outer opposing signals and do not enter any Main or Siding Track.

- CP Kaiser, North lead only
- CP Kaiser, South lead only
- CP Kaiser, from North lead to South lead
- CP Kaiser, from South lead to North lead
- CP Rancho, on the A & R Lead

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GRADE CHART - SAN GABRIEL SUBDIVISION



WESTWARD →	TRACK DIAGRAM	Radio Channel 087-087	METHOD OF OP.	RULE 4.3	MILEPOST	EASTWARD ↑
		PASADENA SUBDIVISION				
		CP CAMBRIDGE (Jct. San Gabriel Sub)	CTC	J	32.3	
	<div>3079</div> <div><div></div></div>	1.08	TWC ABS		105.6360*	
		NORTH POMONA			106.7	
		1.2				
		LA VERNE			107.9	
		2.3				
		SAN DIMAS			110.2	
		4.2				
		GLENDORA			114.4	
		2.5				
		AZUSA			116.9	
	1.3					
	IRWINDALE	118.2				
	1.1					
	END OF TRACK	6.28	118.4 ¹			
					119.3*	
(13.66 miles)						
* START/END OF SUBDIVISION						
¹ RULE 6.28 TERRITORY						

ITEM 1. MAXIMUM AUTHORIZED SPEED FOR TRAINS

MP LOCATION BETWEEN	PSGR	FRT
105.64 - 118.4	40	40
118.4 - 119.3	10	10

ITEM 2. OTHER MAXIMUM SPEEDS

MP LOCATION BETWEEN	PSGR	FRT
THROUGH SIDINGS AND TURNOUTS		
ALL OTHER TRACKS, CROSSOVERS, AND TURNOUTS	10	10
FREIGHT TRAINS TONS PER OPERATIVE BRAKE		
TPOB shall be determined per Freight Railroad's System Special Instruction. All freight trains shall comply with SCRRRA systemwide TPOB speed restrictions provided in the SCRRRA System Special Instructions under Rule 6.31.2, Other Maximum Speeds.		

ITEM 3. SUBDIVISION SPECIAL INSTRUCTIONS

RULE 1.14 EMPLOYEE JURISDICTION**OTHER RAILROADS****TRAIN OPERATIONS ON METROLINK TRACKS**

LOCATIONS	MP
HOUSE TRACK (POMONA)	106.5
INDUSTRY SPUR	108.63
MILLER CO. SPUR EAST	118.48
MILLER CO. SPUR WEST	118.97

LOCATIONS	MP
MILLER CO. INDUSTRIAL LEAD	119.05
INDUSTRY SPUR	119.08

Tracks may be used for delivery, storage, loading or unloading of SCRRRA material or non-revenue cars and for emergency set outs of defective cars. Tracks used for freight delivery may be used for SCRRRA material movements, if arranged so as not to interfere with freight traffic and for emergency set outs of defective cars.

RULE 1.20 ALERT TO TRAIN MOVEMENT

Location of Close Side Clearances:

- MP 115.80 Citrus Underpass
- MP 116.05 Palm Drive Underpass
- MP 117.9 Foothill Freeway / I-210 Underpass

RULE 1.33 INSPECTION OF FREIGHT CARS

- Any Equipment **less than** 17 feet 0 inches above top of rail **and exceeding** 11 feet 0 inches total width (or half width exceeding 5 feet 6 inches measured from the centerline of track) **must be cleared by proper authority before movement.**
- Any Equipment **in excess of** 17 feet 0 inches above top of rail **must not exceed** AAR Plate H horizontal clearance – (8 feet 7 inches in total width) and Plate H vertical clearance – (20 feet 2 inches above top of rail).
- Any Equipment **in excess of** 17 feet 0 inches above top of rail exceeding AAR Plate H horizontal or vertical clearances **must be cleared by proper authority before movement.**

RULE 2.16 ASSIGNED RADIO FREQUENCIES

Radio channel 087-087 will be used on Pasadena Sub.

RULE 6.23 EMERGENCY STOP OR SEVERE SLACK ACTION

A shared use corridor exists between MP 115.7 and MP 119.3 with the MTA Gold Line. In the event of an emergency that could affect movement on the adjacent track, notify the Metrolink San Gabriel Sub Dispatcher. Protection on adjacent tracks must be provided by crew until relieved from doing so or when protection is no longer required.

RULE 6.28 MOVEMENT ON OTHER THAN MAIN TRACK

Rule 6.28 is in effect between MP 118.4 to End of Track, MP 119.3.

RULE 9.0 BLOCK SYSTEM RULES

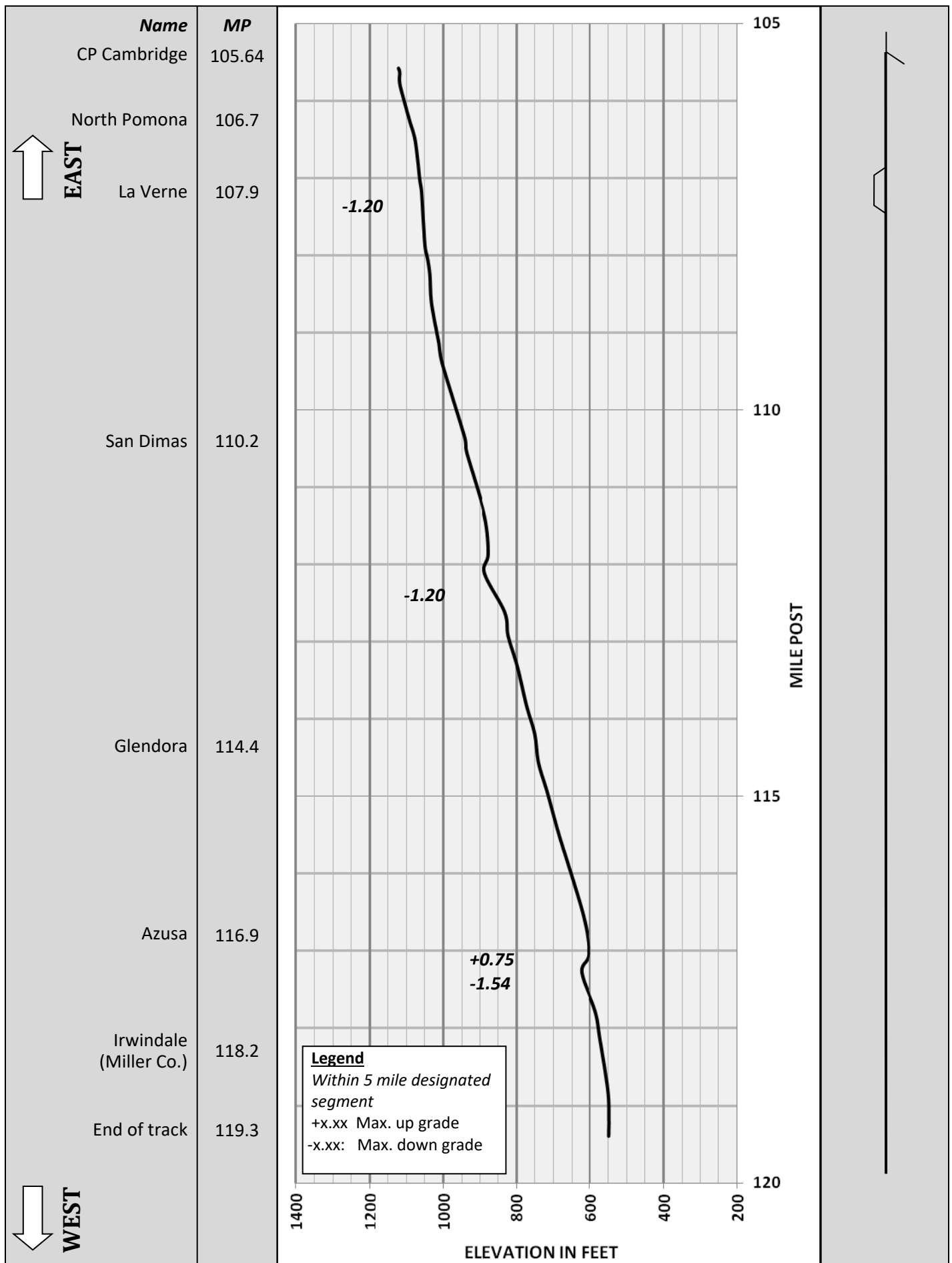
ABS is in effect between CP Cambridge and MP 118.4


RULE 10.0 RULES APPLICABLE ONLY IN CENTRALIZED TRAFFIC CONTROL (CTC)

CTC is in effect at CP Cambridge

RULE 14.0 RULES APPLICABLE ONLY WITHIN TRACK WARRANT CONTROL (TWC)

TWC is in effect between CP Cambridge and MP 118.4

GRADE CHART - PASADENA SUBDIVISION

WESTWARD →	TRACK DIAGRAM	RADIO CHANNEL 087-087	METHOD OF OP.	RULE 4.3	MILE POST	EASTWARD ↑	
		SHORT WAY SUBDIVISION					
		CP VERNON (Jct. San Gabriel Sub)			56.3		
		0.18 CP SHORT WAY 0.5 CP MILL (EMF) 1.0	CTC PTC		0.4201* 0.6 1.1 2.0983*		
		BNSF RANA (Jct. San Bernardino Sub)					2.2
		(1.68 miles)					
		* START/END OF SUBDIVISION					

ITEM 1. MAXIMUM AUTHORIZED SPEED FOR TRAINS

MP LOCATION BETWEEN	MT		MT 1		MT 2	
	P	F	P	F	P	F
0.42 - 0.59			25	20	25	20
0.59 - 0.75	25	20				
0.75 - 2.1	30	30				

ITEM 2. OTHER MAXIMUM SPEEDS

LOCATIONS	PSGR	FRT
CP SHORTWAY: THROUGH TURNOUT	25	20
CP MILL: THROUGH TURNOUT	20	10
ALL TRACKS WITHIN THE LIMITS OF EMF	5	5
ALL OTHER TRACKS, CROSSOVERS AND TURNOUTS	10	10

ITEM 3. SUBDIVISION SPECIAL INSTRUCTIONS

RULE 1.14 EMPLOYEE JURISDICTION

OTHER RAILROADS

TRAIN OPERATIONS ON METROLINK TRACKS

LOCATIONS	MP
MUSEUM TRACK	0.5748

RULE 1.20 ALERT TO TRAIN MOVEMENT

NO RIDE ZONE

Eastern Maintenance Facility

RULE 2.16 ASSIGNED RADIO FREQUENCIES

Radio Channel 087-087 will be used on the Short Way Subdivision.

Radio Channel 083-083 will be used to conduct air tests, switching movements, and mechanical troubleshooting between the Eastern Maintenance Facility (EMF) and Downtown San Bernardino.

RULE 5.13 BLUE SIGNAL PROTECTION OF WORKMEN

Eastern Maintenance Facility is designated as a Mechanical Service Track and is identified by a Mechanical Limits Sign.

RULE 6.26 USE OF MULTIPLE MAIN TRACKS

TRACK DESIGNATION

Two Main Tracks between CP Vernon and CP Short Way are designated from north to south as MT1 and MT2.

RULE 6.28 MOVEMENT ON OTHER THAN MAIN

6.28 is in effect:

All tracks within limits of Eastern Maintenance Facility.

Tracks South of MT2 and east of CP Short Way designated as Museum Tracks.

RULE 8.17 AVOID SANDING OVER MOVEABLE PARTS

A three-section retarder is located at the west end of the Eastern Maintenance Facility (EMF) on track ST-03.

RULE 8.18 VARIABLE SWITCHES

All switches within the limits of Eastern Maintenance Facility (EMF) are designated as variable switches.

RULE 9.12.1 CTC TERRITORY

STOP INDICATIONS

Authority must be obtained from Metrolink train dispatcher to pass controlled signals indicating STOP at all locations in all directions, unless otherwise specified.

BNSF RANA

Before operating eastward beyond control signals indicating STOP onto Metrolink Short Way Sub, authority must be secured from the BNSF train dispatcher to pass controlled signals indicating STOP and authority must be obtained from the Metrolink train dispatcher to occupy Main Track beyond Control Point. Trains operating westward onto BNSF San Bernardino Sub are authorized by BNSF dispatcher only.

RULE 10.0 RULES APPLICABLE ONLY IN CENTRALIZED TRAFFIC CONTROL (CTC)

CTC is in effect: On Main Tracks between CP Vernon and BNSF Rana. CTC at BNSF Rana is controlled by the BNSF Train Dispatcher.

RULE 18.7.1 TRACK AND DIRECTION OF TRAVEL SELECTION

At the following locations, a track selection may be required prior to entering a subdivision or start of PTC limits:

LOCATION	MILE POST	SUBDIVISION TRANSITION
CP SHORT WAY	0.4201	SAN GABRIEL
BNSF RANA	2.0983	BNSF CAJON

NOTE: IF NO TRACK NAME IS SPECIFIED, MILE POST GIVEN IS FOR ALL TRACKS AT THAT LOCATION.

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WESTWARD →	TRACK DIAGRAM	Radio Channel 030-030	METHOD OF OP.	RULE 4.3	MILE POST	EASTWARD ↑
		ORANGE SUBDIVISION				
	TRACK BETWEEN OCEANSIDE STATION AND CP SONGS ON NCTD SAN DIEGO SUB					
NCTD	CP SONGS ⁴		NCTD	J	209.0839	
<div>9425</div> <div>3687</div> <div>6525</div>	4.34 <u>SAN CLEMENTE PIER</u>		CTC PTC ATS	QZ	207.36*	
					204.8	
	1.2 <u>SAN CLEMENTE NORTH BEACH</u>				203.61	
	3.8 CP SERRA			199.9		
	1.9 CP CAPISTRANO			198.0		
	0.8 <u>SAN JUAN CAPISTRANO</u>			QZ	197.18	
	1.1 CP OSO			196.1		
	2.2 CP AVERY		2MT CTC PTC ATS	QZ	193.9	
	0.4 <u>LAGUNA NIGUEL</u>				193.49	
	0.2 CP CROWN				193.3	
	1.1 CP SOLOW				192.2	
	2.9 CP LETTENGARVER				189.3	
	2.6 CP BAKE				186.7	
	1.4 CP EL TORO ²				185.3	
	0.3 <u>IRVINE</u>				185.0	
	0.5 CP TINKHAM				184.5	
	2.9 CP YALE				181.6	
	2.1 <u>TUSTIN</u>				179.53	
	0.6 CP ALISO				178.9	
	3.2 CP FOURTH ST ³		177.49 177.5 ¹			
	0.3 <u>SANTA ANA</u>		175.22			
	0.5 CP LINCOLN		174.7			
	2.1 <u>ORANGE</u>		172.64			

WESTWARD →	TRACK DIAGRAM	Radio Channel 030-030	METHOD OF OP.	RULE 4.3	MILE POST	EASTWARD ↑
		ORANGE SUBDIVISION				
		CP MAPLE (JCT. OLIVE SUB) 1.6		TJ	172.4 172.2002* 172.2032*	
		<u>ARTIC ANAHEIM STADIUM</u> 0.5			170.82	
		CP STADIUM (JCT. UPRR) 0.7	2MT CTC PTC		170.3	
		CP COLLEGE (UPRR XING)		(X)	169.8	
		CP LA PALMA 1.1		QZ	167.3	
		CP ORANGETHORPE 0.66			166.2 165.5436* 165.5438*	
	BNSF	BNSF FULLERTON JCT. (JCT. BNSF SAN BERNARDINO SUB)	BNSF	J		
(43.54 miles)						
FULLERTON LEAD						
		CP ORANGETHORPE 0.8			166.2	
		CP LIME 0.1	CTC PTC		165.4	
		CP LEMON 0.24			165.3	
		<u>FULLERTON</u>	6.13	Y	165.06	
(1.14 miles)						
<p>*START/END OF SUBDIVISION</p> <p>¹ATS IN EFFECT ON THE ORANGE SUB BTWN CP SONGS, MP 209.0839 AND MP 177.5</p> <p>²CP EL TORO IN SERVICE ON MT 1 ONLY</p> <p>³CP FOURTH IN SERVICE ON MT 2 ONLY</p> <p>⁴OCEANSIDE STATION, MP 226.4 THRU AND INCLUDING CP SONGS, MP 209.0839, IS ON NCTD SAN DIEGO SUBDIVISION AND IS CONTROLLED BY THE NCTD SAN DIEGO SUB TRAIN DISPATCHER. SCRRA OWNERSHIP BEGINS AT MP 207.36, COUNTY LINE. TRACK BTWN MP 207.36 AND CP SONGS BELONGS TO NCTD BUT IS CONTROLLED BY THE METROLINK ORANGE SUB TRAIN DISPATCHER</p>						

ITEM 1. MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN CP SONGS AND FULLERTON						
MP LOCATION BETWEEN	MAIN		MT 1		MT 2	
	P	F	P	F	P	F
209.08* - 208.96	90	55				
208.96 - 208.58	70	55				
208.58 - 207.36	60	40				
207.36 - 206.25	70	55				
206.25 - 203.51	40 ¹	40				
203.51 - 200.26	90	55				
200.26 - 199.86	45# ²	40				
199.86 - 198.53	60	55				
198.53 - 197.86	40# ²	35				
197.86 - 196.95	60 ³	55				
196.95 - 193.90	90	55				
193.90 - 177.49			90	55	90	55
177.49 - 176.12			79	55	79	55
176.12 - 174.68			50# ¹	40	50# ¹	40
174.68 - 173.79			79	55	79	55
173.79 - 173.19			40 ¹	40	40 ¹	40
173.19 - 172.29			60	30	60	30
172.29 - 171.99			35 ³	30	35 ³	30
171.99 - 170.44			79	50	79	50
170.44 - 169.20			70	50	70	50
169.20 - 166.30			79	50	79	50
166.30 - 165.93			79	40	79	40
165.93 - 165.55			55# ²	40	55# ²	40
METROLINK FULLERTON LEAD						
166.10 - 165.5	40	10				
165.50 - END OF TRACK	20	10				
*- ACTUAL LOCATION MP 209.0839 1 - PROTECTED BY IIATS 2 - PROTECTED BY IIATS WESTBOUND ONLY 3 - PROTECTED BY IIATS EASTBOUND ONLY # - REFER TO SSI SECTION S FOR EQUIPMENT AND WIND RESTRICTIONS						
FREIGHT TRAINS TONS PER OPERATIVE BRAKE						
TPOB shall be determined per Freight Railroad’s System Special Instruction. All freight trains shall comply with SCRRA systemwide TPOB speed restrictions provided in the SCRRA System Special Instructions under Rule 6.31.2, Other Maximum Speeds.						
In addition to the SCRRA systemwide TPOB speed restrictions, freight trains shall not exceed speeds shown in the table below on descending portions of grades on the Orange Subdivision:						

TPOB	DESCENDING GRADE FREIGHT TRAIN MAXIMUM SPEED
BETWEEN MP 174.64 TO MP 175.6	
GREATER THAN 140	25 MPH
BETWEEN MP 181.68 TO MP 186.6	
GREATER THAN 130	25 MPH

ITEM 2. OTHER MAXIMUM SPEEDS

LOCATION	PSGR	FRT
CONTROLLED SIDING CP SERRA - CP CAPISTRANO		
CP SERRA: THROUGH TURNOUT	40	35
MP 199.85 TO MP 198.53	40	35
MP 198.53 TO MP 198.08	35	35
CP CAPISTRANO: THROUGH TURNOUT	35	35
CP AVERY		
THROUGH EAST CROSSOVER	60	50
THROUGH WEST CROSSOVER	25	15
CP CROWN: THROUGH CROSSOVERS	25	15
CONTROLLED SIDING CP CROWN - CP SOLOW		
CP CROWN: THROUGH CROSSOVERS	25	15
SIDING TRACK	60	30
CP SOLOW: THROUGH TURNOUT	60	30
THROUGH CROSSOVERS	60	30
CONTROLLED SIDING CP BAKE - CP EL TORO		
CP BAKE: THROUGH TURNOUT	30	20
CP BAKE: THROUGH CROSSOVERS	45	30
SIDING TRACK	30	20
CP EL TORO: THROUGH TURNOUT	30	20
CP TINKHAM: THROUGH CROSSOVERS	45	35
CP ALISO: THROUGH CROSSOVERS	40	35
CP LINCOLN: THROUGH CROSSOVERS	35	25
CP MAPLE		
THROUGH CROSSOVERS AND TURNOUTS	35	30
FOR MOVEMENT FROM MT 1 TO OLIVE SUBDIVISION MAIN TRACK	60	30
CP STADIUM		
THROUGH CROSSOVERS	25	15
CP LA PALMA: THROUGH CROSSOVERS	45	35

LOCATION	PSGR	FRT
CP ORANGETHORPE		
THROUGH CROSSOVERS AND TURNOUTS	50	25
LEFT HAND TURNOUT TO FULLERTON LEAD	40	10
FULLERTON JCT: THROUGH TURNOUT TO BNSF	40	40
METROLINK FULLERTON LEAD CP LIME - CP LEMON		
CP LIME: THROUGH TURNOUT	20	10
SIDING TRACK	20	10
CP LEMON: THROUGH TURNOUT	20	10
ALL OTHER TRACKS, CROSSOVERS AND TURNOUTS	10	10

ITEM 3. SUBDIVISION SPECIAL INSTRUCTIONS

Rule 1.14 EMPLOYEE JURISDICTION

OTHER RAILROADS

TRAIN OPERATIONS ON METROLINK TRACKS:

LOCATIONS	MP
Storage Track (off Fullerton Lead)	165.9265
Storage Track (off MT 1)	166.4748
Storage Track (off MT 2)	166.5695
Storage Track (off MT 2)	166.5790
Storage Track (off MT 2)	166.9515
Industry Spur (off MT 2)	169.2153
Industry Spur (off MT 1)	171.4744
Orange - Olive Wye (MT 1)	171.9932
Industry Spur (off MT 2)	175.6527
Industry Spur (off MT 2)	175.6614
Industry Spur (off MT 1)	179.3142
Industry Spur (Tustin Track)	179.3396
Industry Spur (Tustin Track)	179.3608
Storage Track (off siding)	185.7773
Storage Track (off siding)	186.1985
MW Support Track (off MT 2 at CP Solow)	192.4517
Storage Track	197.1991
Storage Track	197.6902

SCRRA Operating Rules, Timetable, and Special Instructions is in effect between County Line, MP 207.36, and CP Songs. Tracks may be used for delivery, storage, loading or unloading of SCRRA material or non-revenue cars and for emergency set outs of defective cars. Tracks used for freight delivery may be used for SCRRA material movements, if arranged so as not to interfere with freight traffic and for emergency set outs of defective cars.

Freight Train Operations: see System Special Instructions

Section B. for further instructions.

Effective April 22, 2019

RULE 1.20 ALERT TO TRAIN MOVEMENT

A. No Ride Zone: MP 170.7 MP 170.9 on both tracks

B. Location of Close Clearances: ARTIC / Anaheim Stadium station platform levels for both tracks MT-1 and MT-2 are 15 inches above top of rail (ATR) and platform faces are 5 feet 5 inches clear width to the closest track centerline.

RULE 1.33 INSPECTION OF FREIGHT CARS

- A. Any Equipment **less than** 17 feet 0 inches above top of rail **and exceeding** 11 feet 0 inches total width (or half width exceeding 5 feet 6 inches measured from the centerline of track) **must be cleared by proper authority before movement.**
- B. Any Equipment **in excess of** 17 feet 0 inches above top of rail **must not exceed** AAR Plate H horizontal clearance – (8 feet 7 inches in total width) and Plate H vertical clearance – (20 feet 2 inches above top of rail).
- C. Any equipment **in excess of** 17 feet 0 inches above top of rail **exceeding** AAR Plate H horizontal or vertical clearances **must be cleared by proper authority before movement.**

RULE 2.16 ASSIGNED RADIO FREQUENCIES

Radio channel 030-030 will be used on the Orange Subdivision.

RULE 5.8.2(7) - BELL AND WHISTLE SIGNALS

Rule 5.8.2(7) is not in effect for SCRRA Maintenance Crossing at MP 189.95.

RULE 5.8.4 WHISTLE QUIET ZONE

Rule 5.8.4 is in effect at the following grade crossings:

STREET NAME	MP
ORANGETHORPE AVE.	166.18
LA PALMA AVE.	167.04
SYCAMORE ST. (EAST)	167.44
BROADWAY (EAST)	167.91
SANTA ANA ST. (EAST)	168.06
SOUTH ST. (EAST)	168.38
E. VERMONT ST.	168.64
BALL RD.	169.12
CERRITOS AVE.	169.69
STATE COLLEGE BLVD.	170.21
ECKHOFF ST.	171.13
MAIN ST.	171.59
BATAVIA ST.	171.88
WALNUT ST.	172.21
PALM AVE.	172.47
CHAPMAN AVE.	172.72
ALMOND AVE.	172.84
PALMYRA AVE.	172.97

STREET NAME	MP
LE VETA AVE.	173.22
SANTA CLARA AVE.	174.16
17TH ST.	174.66
SANTA ANA BLVD.	175.13
FOURTH ST.	175.48
RED HILL AVE.	177.98
HARVARD AVE.	179.98
OSO RD.	196.10
LA ZANJA ST.	196.72
VERDUGO ST. PEDESTRIAN XING	197.19
DEL OBISPO ST.	197.41
AVENIDA AEROPUERTO	198.75
BEACH RD.	201.00
SENDA DE LA PLAYA†	203.56
SAN CLEMENTE PEDESTRIAN XING†	203.71
DIJE COURT PEDESTRIAN XING†	203.95
EL PORTAL PEDESTRIAN XING†	204.04
CORTO LANE PEDESTRIAN XING†	204.56
PIER SERVICE ROAD	204.73
T ST. PEDESTRIAN XING†	205.16
LOST WINDS†	205.56
CALAFIA BEACH PEDESTRIAN XING†	206.00
† - EQUIPPED WITH ELECTRONIC FLASHING "X" SIGNAGE. SEE SYSTEM SPECIAL INSTRUCTIONS RULE 5.8.4 WHEN FLASHING "X" IS MALFUNCTIONING	

RULE 6.13 YARD LIMITS

Yard limits is in effect on Metrolink Fullerton Lead Track between CP Lemon and End of Track, MP 165.06.

RULE 6.21.2 WATER ABOVE RAIL

Flash Flood Warnings: Critical Locations

- MP 184.0 – Bee Canyon Bridge, west of CP Tinkham
- MP 197.9 – San Juan Creek Bridge
- MP 207.5 to 207.8 – San Mateo Creek Bridge (NCTC)

RULE 6.26 USE OF MULTIPLE MAIN TRACKS**TRACK DESIGNATION**

- Two Main Tracks are designated from north to south as MT 1 and MT 2 between east limits CP Avery and BNSF Fullerton Jct.
- Track between CP Orangethorpe and "End of Track" at MP 165.06 is designated as Metrolink Fullerton Lead.
- Track north of Fullerton Lead between CP Lemon and CP Lime is designated Siding Track.

RULE 6.28 MOVEMENT ON OTHER THAN MAIN TRACK

Rule 6.28 is in effect:

- Station track at Laguna Niguel, MP 193.7
- Turn-back track at CP Avery, MP 193.9

RULE 6.29.1 INSPECTING PASSING TRAINS

Trackside Warning Detectors and Inspections:

MP	TRACKSIDE DETECTOR TYPE	TRACK(S)
177.44	HB, DE W/AXLE COUNT	BOTH
194.5	HB, DE W/AXLE COUNT	MAIN

HB = Hot Box Detector **DE** = Dragging Equipment

RULE 6.32.2 AUTOMATIC WARNING DEVICES

Westward trains after making station stop at Santa Ana may activate crossing at Santa Ana Blvd., MP 175.1 by entering #, 1, 2 on DTMF radio pad.

RULE 6.32.6 BLOCKING PUBLIC CROSSINGS

Freight trains when stopped between CP Capistrano and CP Serra must not block highway crossing at grade, Avenida Aeropuerto, MP 198.8.

RULE 9.1 SIGNAL ASPECTS AND INDICATIONS

- Fullerton Jct.: Signal aspects and indications as shown in BNSF System Special Instructions apply.
- CP Songs: Signal aspects and indications as shown in NCTD Special Instructions apply.

RULE 9.11 MOVEMENT FROM SIGNAL REQUIRING RESTRICTED SPEED

Block Signal with "P" Plate

Comply with System Special Instructions 9.11.1.

WWD SIGNAL NO.	PROTECTION AFFORDED	EWD SIGNAL NO.
CP TINKHAM	HIGH WATER DETECTOR, MP 184.0	1832 MT 1 1834 MT 2
CP CAPISTRANO	HIGH WATER DETECTOR, MP 197.9	CP OSO

RULE 9.12.1 CTC TERRITORY

STOP Indications

Authority must be obtained from Metrolink train dispatcher to pass controlled signals indicating STOP at all locations in all directions, unless otherwise specified.

BNSF Fullerton Jct.: Before operating eastward beyond control signals indicating STOP onto Metrolink Orange Sub, authority must be secured from the BNSF train dispatcher to pass controlled signals indicating STOP and authority must be obtained from the Metrolink train dispatcher to occupy Main Track beyond Control Point. Trains operating westward onto the BNSF San Bernardino Sub are authorized by BNSF dispatcher only.

NCTD CP SONGS: Before operating westward beyond control

signals indicating STOP onto Metrolink Orange Sub, authority must be secured from the NCTD train dispatcher to pass controlled signals indicating STOP and authority must be obtained from the Metrolink train dispatcher to occupy Main Track beyond Control Point. Trains operating eastward onto the NCTD San Diego Sub are authorized by NCTD dispatcher only.

RULE 10.0 RULES APPLICABLE ONLY IN CENTRALIZED TRAFFIC CONTROL (CTC)

CTC is in effect on Main Tracks and Controlled Sidings between NCTD CP Songs and BNSF Fullerton Jct., including the Fullerton Lead and Controlled Siding between CP Orangethorpe and west limits of CP Lemon.

CTC at Fullerton Jct. is controlled by BNSF Train Dispatcher.

CTC at CP Songs is controlled by NCTD Train Dispatcher.

RULE 10.3 TRACK AND TIME

CP Serra to CP Songs: Track and Time will be granted by Metrolink Orange Sub dispatcher.

RULE 12.0 RULES APPLICABLE ONLY IN AUTOMATIC TRAIN STOP (ATS) TERRITORY

ATS is in effect on Main Tracks between CP Songs and MP 177.5.

RULE 18.7.1 TRACK AND DIRECTION OF TRAVEL SELECTION

At the following locations, a track selection may be required prior to entering a subdivision or start of PTC limits:

LOCATION	MILE POST	SUBDIVISION TRANSITION
SUBDIV TRANSITION	209.1373	NCTD SAN DIEGO
CP MAPLE	172.2032	OLIVE MT
CP MAPLE	172.2002	OLIVE KATELLA SIDING
CP ORANGETHORPE	165.5438	BNSF SAN BERNARDINO

NOTE: IF NO TRACK NAME IS SPECIFIED, MILE POST GIVEN IS FOR ALL TRACKS AT THAT LOCATION.

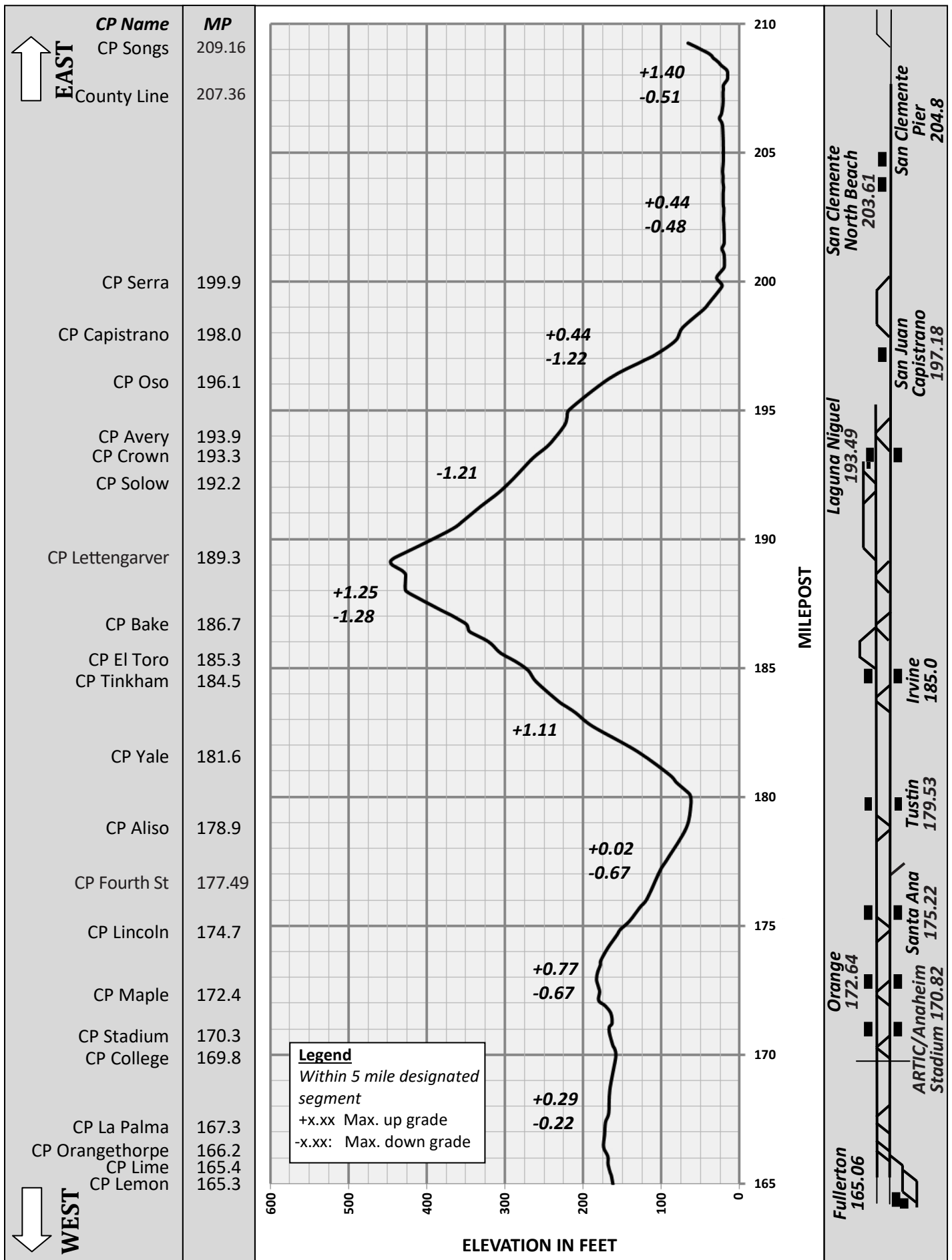
RULE 18.12 MOVEMENTS WITHOUT PTC

Trains may operate in PTC territory without the controlling locomotive being PTC equipped or initialized, provided the movement is engaged in freight switching or work train service, under the following conditions:

All movements that take place within the outer opposing signals of CP College on the UPRR Crossing Track.

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GRADE CHART - ORANGE SUBDIVISION



WESTWARD →	TRACK DIAGRAM	Radio Channel 030-030	METHOD OF OP.	RULE 4.3	MILE POST	EASTWARD ↑
		OLIVE SUBDIVISION				
	BNSF	BNSF ATWOOD	BNSF	J	40.6	
		(JCT. BNSF) 1.13 ANAHEIM CANYON 2.2 CP MEATS 1.4 CP KATELLA 0.62	CTC PTC	QZ	0.0741* 1.22 3.4 4.8 5.4129* 5.4166*	
		CP MAPLE (Jct. Orange Sub)		TJ	172.4	
		(5.34 miles)				
		* START/END OF SUBDIVISION				

ITEM 1. MAXIMUM AUTHORIZED SPEED FOR TRAINS

MP LOCATION BETWEEN	PSGR	FRT
0.07 - 0.5	40	25
0.5 - 1.81	40 ³	40
1.81 - 4.56	70#	40
4.56 - 5.42	60#	40
1 - PROTECTED BY IIATS 2 - PROTECTED BY IIATS WESTBOUND ONLY 3 - PROTECTED BY IIATS EASTBOUND ONLY # - REFER TO SSI SECTION S FOR EQUIPMENT AND WIND RESTRICTIONS		

ITEM 2. OTHER MAXIMUM SPEEDS

LOCATION	PSGR	FRT
CONTROLLED SIDING CP KATELLA TO CP MAPLE		
CP KATELLA: THROUGH TURNOUT	35	35
SIDING TRACK	35	35
ALL OTHER TRACKS, CROSSOVERS AND TURNOUTS	10	10

ITEM 3. SUBDIVISION SPECIAL INSTRUCTIONS

RULE 1.14 EMPLOYEE JURISDICTION**OTHER RAILROADS****TRAIN OPERATIONS ON METROLINK TRACKS:**

LOCATIONS	MP
Industry spur	0.6409
Industry spur	0.9549
Industry spur	1.4614
Industry spur	3.5669
Industry spur	4.5723
Orange-Olive Wye	5.17

BNSF freight trains destined for San Diego must contact NCTD San Diego sub Dispatcher before departing San Bernardino and provide car count totals and DPU status. This must include totals after work performed at BNSF Porphyry. If unable to contact NCTD Train Dispatcher, contact NCTD Chief Dispatcher (760) 966-6517. See System Special Instructions Section B. for further instructions.

RULE 1.33 INSPECTION OF FREIGHT CARS

- Any Equipment **less than** 17 feet 0 inches above top of rail **and exceeding** 11 feet 0 inches total width (or half width exceeding 5 feet 6 inches measured from the centerline of track) **must be cleared by proper authority before movement.**
- Any Equipment **in excess of** 17 feet 0 inches above top of rail **must not exceed** AAR Plate H horizontal clearance – (8 feet 7 inches in total width) and Plate H vertical clearance – (20 feet 2 inches above top of rail).
- Any equipment **in excess of** 17 feet 0 inches above top of rail **and exceeding** AAR Plate H horizontal or vertical clearances **must be cleared by proper authority before movement.**

RULE 2.16 ASSIGNED RADIO FREQUENCIES

Radio channel **030-030** will be used on Olive Sub.

RULE 5.8.4 WHISTLE QUIET ZONE

Rule 5.8.4 is in effect at the following grade crossings:

STREET NAME	MP
JEFFERSON ST.	0.47
MIRALOMA AVE.	0.61
TUSTIN AVE.	0.85
LA PALMA AVE.	1.12
RIVERDALE AVE.	1.83
LINCOLN AVE.	2.51
MEATS AVE.	3.45
GLASSELL ST.	3.90
PEDESTRIAN CROSSING	3.92
TAFT ST.	3.97
KATELLA AVE.	4.46
COLLINS AVE.	4.93

RULE 6.26 USE OF MULTIPLE MAIN TRACKS

Track Designation:

Track located south of Main Track between CP Katella and CP Maple is designated as Siding Track.

RULE 6.29.1 INSPECTING PASSING TRAINS

Trackside Warning Detectors and Inspections

MP	TRACKSIDE DETECTOR TYPE	TRACK
0.75	HB & DE W/AXLE COUNT	MAIN

HB = Hot Box Detector **DE** = Dragging Equipment

RULE 9.1 SIGNAL ASPECTS AND INDICATIONS

BNSF Atwood: Signal aspects and indications as shown in BNSF System Special Instructions apply.

RULE 9.12.1 CTC TERRITORY

STOP Indications: Authority must be obtained from Metrolink train dispatcher to pass controlled signals indicating STOP at (location) in all directions, unless otherwise specified.

BNSF Atwood: Before operating westward beyond control signals indicating STOP onto Metrolink Olive Sub, authority must be secured from the BNSF train dispatcher to pass controlled signals indicating STOP and authority must be obtained from the Metrolink train dispatcher to occupy Main Track beyond Control Point. Trains operating eastward onto the BNSF San Bernardino Sub are authorized by BNSF dispatcher only.

RULE 10.0 RULES APPLICABLE ONLY IN CENTRALIZED TRAFFIC CONTROL (CTC)**CTC is in effect:**

On Main Track and siding between BNSF Atwood and CP Maple. BNSF Train Dispatcher controls CTC at Atwood.

RULE 18.7.1 TRACK AND DIRECTION OF TRAVEL SELECTION

At the following locations, a track selection may be required prior to entering a subdivision or start of PTC limits:

LOCATION	MILE POST	SUBDIVISION TRANSITION
BNSF ATWOOD	0.0741	BNSF SAN BERNARDINO
CP MAPLE	5.4129	SIDING TO MT 1
CP MAPLE	5.4166	MT TO MT 1

NOTE: IF NO TRACK NAME IS SPECIFIED, MILE POST GIVEN IS FOR ALL TRACKS AT THAT LOCATION.

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WESTWARD →	TRACK DIAGRAM	Radio Channel 071-071	METHOD OF OP.	RULE 4.3	MILE POST	EASTWARD ↑
		PERRIS VALLEY SUBDIVISION				
		END OF TRACK	6.28		86.81*	
		1.4			85.4415 ¹	
		CP STEELE			85.4	
		0.1				
		<u>SOUTH PERRIS</u>			85.29	
		2.2				
		<u>DOWNTOWN PERRIS</u>			83.06	
		1.7				
		CP NUEVO			81.4	
		4.4				
		CP HARLEY			77.0	
		3.5				
		<u>MORENO VALLEY</u>	CTC		73.51	
		<u>MARCH FIELD</u>	PTC			
		1.3				
		CP EASTRIDGE			72.2	
		6.0		QZ		
		CP MARLBOROUGH			66.2	
		0.1				
		<u>RIVERSIDE</u>			66.1	
		<u>HUNTER PARK</u>				
		0.7				
		CP CITRUS		TJ	65.4	
		(JCT. HIGHGROVE CONNECTOR)			65.0840*	
		0.4			65.3129*	
		CP 704	BNSF	TJ	7.0	
		(Jct. BNSF)				
		(21.49 miles)				

* START/END OF SUBDIVISION ¹ END PTC

ITEM 1. MAXIMUM AUTHORIZED SPEED FOR TRAINS

MP LOCATION BETWEEN	PSGR	FRT
86.8 - 85.4	10	10
85.4 - 85.1	30	10
85.1 - 83.8	60 ¹	20
83.8 - 83.1	30	20
83.1 - 82.4	60 ³	30
82.4 - 77.8	79 ¹	30
77.8 - 77.0	55	30
77.0 - 73.4	79 ¹	30
73.4 - 72.1	55	20
72.1 - 71.6	45	20
71.6 - 71.2	40	20
71.2 - 70.8	30	20
70.8 - 69.9	50 ¹	20
69.9 - 69.5	30	20

MP LOCATION BETWEEN	PSGR	FRT
69.5 - 68.3	25	20
68.3 - 66.3	30	20
66.3 - 65.4	60 ¹	20
65.4 - 65.0	30	20

¹ - PROTECTED BY IIATS

² - PROTECTED BY IIATS WESTBOUND ONLY

³ - PROTECTED BY IIATS EASTBOUND ONLY

ITEM 2. OTHER MAXIMUM SPEEDS

MP LOCATION BETWEEN	PSGR	FRT
CP CITRUS: THROUGH TURNOUT	30	20
CP MARLBOROUGH: THROUGH TURNOUT	20	15
CP EASTRIDGE: THROUGH TURNOUT	35	25
CP NUEVO: THROUGH TURNOUT	35	25
CP STEELE: THROUGH TURNOUT	25	15
SOUTH PERRIS LAYOVER FACILITY	5	5
ALL OTHER TRACKS, CROSSOVERS AND TURNOUTS	10	10

FREIGHT TONS PER OPERATIVE BRAKE (TPOB)

TPOB shall be determined per Freight Railroad's System Special Instructions. All freight trains shall comply with SCRRRA system-wide TPOB speed restrictions provided in the SCRRRA System Special Instructions under Rule 6.31.2, Other Maximum Speeds. Freight trains must also comply with BNSF System Special Instructions for Heavy and Mountain Grade Operations. In addition to the SCRRRA system wide TPOB speed restrictions, freight trains shall not exceed speeds shown on Table below on descending portions of grades for the Perris Valley Subdivision, MP 71.0 and MP 66.3.

Freight Trains Tons per Operative Brake (TPOB):

TPOB	DESCENDING GRADE FREIGHT TRAIN MAXIMUM SPEED
LESS THAN 80 TO 130	20
GREATER THAN 130 TO 158	15

ITEM 3. SUBDIVISION SPECIAL INSTRUCTION

RULE 1.14 EMPLOYEE JURISDICTION

OTHER RAILROADS

TRAIN OPERATIONS ON METROLINK TRACKS:

LOCATIONS	MP
Ancon Transportation Access West	65.4800
Ancon Transportation Access East	65.6500
Maintenance spur	71.9000
Orange Empire Railroad Museum	83.2800

LOCATIONS	MP
*South Perris Layover Facility	85.3800

* Use for other than passenger train storage must be coordinated with Chief Dispatcher.

Tracks may be used for delivery, storage, loading or unloading of SCRRA material or non-revenue cars and for emergency set outs of defective cars. Six axle locomotives are not allowed for switching except on the Van Buren Storage Tracks BNSF CLIC 3131 and BNSF CLIC 3132.

Freight Train Operations: see System Special Instructions Section B. for further instructions.

RULE 1.20 ALERT TO TRAIN MOVEMENT

Close Clearance conditions exist at MP 70.8.

RULE 1.33 INSPECTION OF FREIGHT CARS

- i. Any Equipment **less than** 17 feet 0 inches above top of rail **and exceeding** 11 feet 0 inches total width (or half width exceeding 5 feet 6 inches measured from the centerline of track) **must be cleared by proper authority before movement.**
- ii. Any Equipment **in excess of** 17 feet 0 inches above top of rail **must not exceed** AAR Plate H horizontal clearance – (8 feet 7 inches in total width) and Plate H vertical clearance – (20 feet 2 inches above top of rail).
- iii. Any equipment **in excess of** 17 feet 0 inches above top of rail **and exceeding** AAR Plate H horizontal or vertical clearances **must be cleared by proper authority before movement.**

RULE 2.16 ASSIGNED RADIO FREQUENCIES

Radio channel **071-071** will be used on Perris Valley Subdivision.

RULE 5.13 BLUE SIGNAL PROTECTION OF WORKMEN

South Perris Layover Facility tracks are designated as Mechanical Service Tracks and are identified by a Mechanical Limits Sign.

RULE 5.8.4 WHISTLE QUIET ZONE

Rule 5.8.4 is in effect at the following crossings:

STREET NAME	MP
MARLBOROUGH AVE.	66.21
SPRUCE ST.	66.74
BLAINE ST.	67.38
MT. VERNON	68.13

RULE 6.12 FRA EXCEPTED TRACK

Rule 6.12 is in effect between MP 85.45 and MP 86.8.

RULE 6.21.2 WATER ABOVE RAIL

Flash Flood Warnings: Critical Locations

- MP 72 – MP 69

RULE 6.28 MOVEMENT ON OTHER THAN MAIN TRACK

Rule 6.28 is in effect at the following locations:

- Track located south of Main Track between CP EASTRIDGE and CP NUEVO is designated as Industrial Drill track.
- South Perris Layover Facility
- Track located east of Main Track between CP Steele and End of Track MP 86.8 is designated as South Industrial Drill track.
- Riverside Station (North side)
 - Station Track P-1.
 - Station Track P-2 between BNSF TENTH ST and BNSF WEST RIVERSIDE, and between BNSF WEST RIVERSIDE and UPRR SCRRA JCT.
- Riverside (South Side)
 - Storage track 1 & 2 - Tracks located east of BNSF RIVERSIDE

RULE 6.32.2 AUTOMATIC WARNING DEVICES

At Perris Valley Downtown Station, do not block pedestrian crossing while train is working at the station.

RULE 8.2 POSITION OF SWITCHES

All switches on the Perris Valley Subdivision shall be lined and locked for normal movement.

RULE 8.20 DERAIL LOCATION AND POSITION

Riverside: Except when protecting mechanical personnel working under Blue Signal protection (GCOR 5.13), fixed derail must be lined and locked in a non-derailing position.

RULE 9.1 SIGNAL ASPECTS AND INDICATIONS

CP 704: Signal aspects and indications as shown in BNSF System Special Instructions apply.

RULE 9.11 MOVEMENT FROM SIGNAL REQUIRING RESTRICTED SPEED

Block Signal with "P" Plate

Comply with System Special Instructions 9.11.1.

WWD SIGNAL NO.	PROTECTION AFFORDED	EWD SIGNAL NO.
CP STEELE	HIGH WATER DETECTOR, MP 84.98	842

RULE 9.12.1 CTC TERRITORY

STOP Indications

Authority must be obtained from Metrolink train dispatcher to pass controlled signals indicating STOP at all locations in all directions, unless otherwise specified.

BNSF CP 704: Eastward Trains must contact BNSF Train Dispatcher for authority to pass controlled signals and Metrolink Train Dispatcher for authority to occupy track

beyond Control Point. Westward Trains operating on SCRRA must contact BNSF Train Dispatcher only.

CP Citrus: Westward Trains operating on SCRRA toward Highgrove Connection Track must contact Metrolink Train Dispatcher for authority to pass controlled signals and BNSF train dispatcher for authority to occupy track beyond Control Point. Westward Trains operating on Highgrove Connection Track toward SCRRA must contact Metrolink Train Dispatcher only.

RULE 10.0 RULES APPLICABLE ONLY IN CENTRALIZED TRAFFIC CONTROL (CTC)

CTC is in effect: on Main track between BNSF CP 704 and east limits CP Steele.

RULE 18.7.1 TRACK AND DIRECTION OF TRAVEL SELECTION

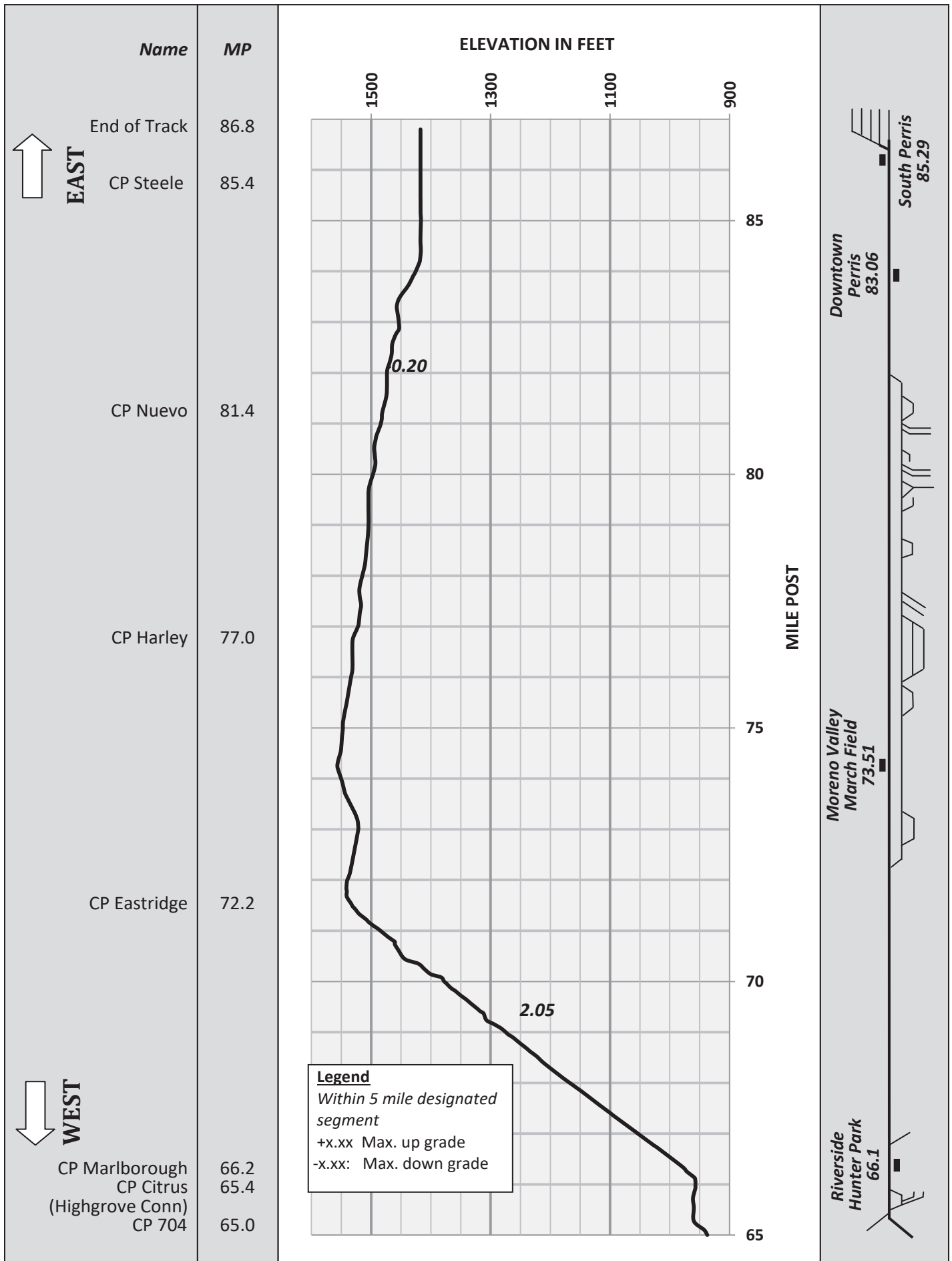
At the following locations, a track selection may be required prior to entering a subdivision or start of PTC limits:

LOCATION	MILE POST	SUBDIVISION TRANSITION
CP CITRUS	65.0840	BNSF CAJON
CP CITRUS	65.3129	BNSF HIGHGROVE

NOTE: IF NO TRACK NAME IS SPECIFIED, MILE POST GIVEN IS FOR ALL TRACKS AT THAT LOCATION.

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GRADE CHART – PERRIS VALLEY SUBDIVISION



SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

**METROLINK®****SYSTEM SPECIAL INSTRUCTIONS**

EFFECTIVE APRIL 22, 2019 AT 0001 HOURS PACIFIC TIME

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RULE 1.3.2	GENERAL ORDERS	56	ADDED TO RULE
RULE 1.4	CARRYING OUT RULES AND REPORTING VIOLATIONS	56	ADDED TO RULE
RULE 1.5	DRUGS AND ALCOHOL	63	RULE REVISED
RULE 1.14	EMPLOYEE JURISDICTION	56	ADDED TO RULE
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RULE 5.5	PERMANENT SPEED SIGNS	58	ADDED TO RULE
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RULE 6.8	STOPPING CLEAR FOR MEETING OR PASSING	58	ADDED TO RULE
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RULE 6.21.7	EARTHQUAKE INSTRUCTIONS	65	RULE ADDED
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RULE 6.28	MOVEMENT ON OTHER THAN MAIN TRACK	58	ADDED TO RULE
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RULE 6.31.2	OTHER MAXIMUM SPEEDS	64	RULE ADDED
RULE 6.31.3	KEY TRAINS	61	RULE ADDED
RULE 6.31.4	INERT INDUCTOR AUTOMATIC TRAIN STOP	61	RULE ADDED
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RULE 10.3	TRACK AND TIME	59	SECTION ADDED
RULE 10.3.3	JOINT TRACK AND TIME	60	SECTION ADDED
RULE 10.3.4	TRACK AND TIME ACKNOWLEDGEMENT	60	RULE REVISED
RULE 15.1	TRACK BULLETINS	60	SECTION ADDED
RULE 15.2	PROTECTION BY TRACK BULLETIN FORM B	60	SECTION REVISED
RULE 15.4	PROTECTION WHEN TRACKS REMOVED FROM SERVICE	60	SECTION ADDED
RULE 15.9.1	CHECKING CORRECTNESS	60	RULE ADDED
RULE 15.10	RETAINING GENERAL TRACK BULLETINS	61	SECTION REVISED
RULE 15.13.1	VOIDING GENERAL TRACK BULLETINS OR RESTRICTIONS	61	RULE ADDED

IN EFFECT ON METROLINK PROPERTY

The following rules, instructions, manuals, and documents are in effect on Metrolink property. All employees whose duties require it will have the appropriate required document available for reference while on duty. Foreign Railroad employees will have a current copy of METROLINK TIMETABLE and SYSTEM SPECIAL INSTRUCTIONS while operating on Metrolink property.

- General Code of Operating Rules, Seventh Edition, April 1, 2015
- Metrolink Timetable 12, April 22, 2019
- Metrolink System Special Instructions, April 22, 2019
- Metrolink Supplemental Operating Instructions, July 29, 2017
- MW Safety Rules,
- MW Operating Rules,
- Track Maintenance Manual,
- Train Dispatchers Manual,
- Chief Dispatchers Manual,
- Metrolink Passenger Train Emergency Preparedness, April 9, 2018
- Metrolink Public Timetable, April 8, 2019
- Positive Train Control Differences in the Los Angeles Basin, Revision 2, October 17, 2018

SECTION A. PASSENGER TRAIN OPERATIONS

Metrolink passenger train schedules are shown in the Metrolink Public Timetable. Amtrak Intercity passenger train schedules are shown in the Amtrak Public Timetable. Employees whose duties are affected by the movement of these trains must have a current copy available for reference while on duty. Amtrak Train and engine employees in Metrolink service will also be governed by the Southern California Regional Rail Authority's Supplemental Operating Instructions and must have current copy available for reference while on duty.

SECTION B. FREIGHT TRAIN OPERATIONS

Freight Train Operations

Hours of Peak Commuter Passenger Service:

Weekdays from 0500 until 0900 hours and from 1600 until 2100 hours, through-freight trains moving in the predominate direction of Metrolink Commuter Service must have sufficient motive power to maintain designated freight train speeds over the subdivision to ensure no delay to scheduled Metrolink trains.

Only scheduled through freight trains moving in the predominate direction are allowed during Peak Commuter Periods.

Prior to entering or during movement on SCRRRA subdivisions, freight train crews must immediately notify the Train Dispatcher of any anticipated delay that would prevent their train from maintaining designated timetable freight train speed.

See also Section G, Rule 1.14.

SECTION C. RESERVED

SECTION D. WAYSIDE DETECTORS

RULE 6.29.1 INSPECTING PASSING TRAINS

Ground Inspections

Note: Crew members of passenger trains are not required to perform ground inspections of passing trains.

SYMBOL	TYPE OF DETECTOR
HB	E-1 HOT BOX - TALKER
DE W/AXLE COUNT	E-2 DRAGGING EQUIPMENT - TALKER
HW	E-4 HIGH WIDE SHIFTED LOAD - TALKER
DE W/O AXLE COUNT	F-1 DRAGGING EQUIPMENT - TALKER

The following instructions apply to detectors listed under Rule 6.29.1 on each subdivision:

1. Train speed of at least 10 MPH must be maintained while train is moving over HB detector when practicable.
2. Do not stop over HB detector when practicable.
3. Avoid braking, if practicable, while approaching or passing HB detector. Excessive braking may cause a false indication.
4. When a trackside detector is activated, train must be stopped and required inspection made. If defect is located and it cannot be corrected, car must be set out at first available track provided it is safe to be moved. Exception: When a train consisting entirely of Metrolink (including Rotem and Bombardier equipment) passenger cars activates a type E-1 HB Detector and the reported axle location is on a passenger car, train may continue to the next passenger station where inspection of reported axle must be made. If the reported axle is located on an engine, train must be stopped and inspection made.
5. When a train is passing a HB detector at a speed below 10 MPH and detector subsequently indicates hot journal, all bearings on both sides of entire train must be inspected.
6. When inspecting for hot bearings, each roller bearing that requires inspection must be checked by use of proper tempilstik, if available.
 - Stroking outside surface of the top of journal box on cars equipped with solid bearings.
 - Stroking the outside surface of the adapter

on cars equipped with rotating cap-type roller bearings.

On Amfleet equipment or other cars equipped with inboard bearings, stroke the roller bearing seal ring (located on the inside of wheel next to the adapter on the axle). Before attempting to apply tempilstik to roller bearing seal ring on cars equipped with inboard bearings, crew must:

- Shut down HEP
- Have a clear understanding with the Engineer that the train is not to be moved while inspection is being performed.
- If tempilstik melts, car must be set out. If a tempilstik is not available and no obvious sign of overheating is present on axle indicated, cautiously place bare hand near truck side frame, working hand toward roller bearing end cap, keeping in mind that any part of this equipment may be extremely hot. If bare hand cannot be held near side frame or roller bearing for a few seconds, car must be set out. Contact the Train Dispatcher for further instructions, if car must be set out.

7. When a KEY Train experiences a false HB detector actuation, train must be moved not exceeding 30 MPH to the next operative HB detector.
8. Train Dispatcher and connecting crew, if any, must be notified of a car that experiences a false HB detector actuation.
9. When a car experiences two consecutive false HB detector actuations, car must be set out. Passenger and business cars need not be set out, if inspection indicates no hot journal.

Type E & F: Radio Readout (Talker) Detectors

When movement over an E-4 HW detector begins, the system should transmit an entering message.

Example: "(Railroad ID) detector MP 121.3, detector working." Type E detectors report the axle count location of a defect from the front of the train.

Type F detectors do not provide axle count.

Examples:

Type E: "(Railroad ID) detector mile post 121.3. Stop your train! Stop your train! First hot box axle 210 on left side."

Type F: "(Railroad ID) detector mile post 121.3. Stop your train! Stop your train! Dragging Equipment."

When train has cleared the detector, the defect message will be transmitted two additional times. When train crew has received defect message, the train must be stopped and inspected for the indicated defect(s). If defect is not located at the reported axle location, crew must inspect 20 axles ahead and behind the axle indicated on both sides. If axle location is not provided, crew must inspect both sides of entire train for the indicated defect. If defect messages are received during passage of train over the

detector site and the end of train message combines defect reports with the phrase "Detector Malfunction":

Example: "(Railroad ID) detector mile post 121.3. Stop your train! Stop your train! First hot box, axle 210 on left side, detector malfunction." Train must be stopped and entire train inspected on both sides for the type(s) of defect(s) normally detected by that detector.

Exception: When a train consisting entirely of Metrolink (including Rotem and Bombardier equipment) passenger cars activates a type E-1 HB Detector and the reported axle location is on a passenger car, train may continue to the next passenger station where inspection of reported axle must be made.

If the reported axle is located on an engine, train must be stopped and inspection made. When train has passed the detector with no defects found, the system will transmit a no defect message:

Example: "(Railroad ID) detector milepost 121.3. No defects, no defect." When detector is not functioning properly, it will transmit "(Railroad ID) detector milepost 121.3, detector malfunction".

Decision Tables

The following tables outline specific conditions of trackside detectors that require a specific action. Each of these circumstances is independent of one another.

HB, DE w/axle count and DE w/o axle count Detectors

CONDITION	ACTION REQUIRED
Advised that detector is out of service, or No Verbal transmission received. (When detector is not functioning properly, it will transmit "METROLINK DETECTOR MILE POST (milepost), DETECTOR MALFUNCTION". Transmissions of "INTEGRITY FAILURE" or "TRAIN TOO SLOW" without a defect will be considered as a detector malfunction message).	Notify Train Dispatcher. No other action required except if train passes two consecutive inoperable detectors and has not received visual inspection on both sides, then train must be stopped and inspection made.
A "NO POWER" message is received.	Notify Train Dispatcher
Verbal defect message is received.	Stop and inspect train for indicated defect. *See also Ground Inspection, instruction No.4 this section.

CONDITION	ACTION REQUIRED
Verbal transmission received but not understood or is incomplete. (When detector is not functioning properly, it will transmit "METROLINK DETECTOR MILE POST (milepost), DETECTOR MALFUNCTION". Transmissions of "INTEGRITY FAILURE" or "TRAIN TOO SLOW" with a defect will be considered as detector malfunction message).	Notify Train Dispatcher and, stop and inspect entire train for the type of defect indicated by that detector.

HW DETECTOR

CONDITION	ACTION REQUIRED
Advised that detector is out of service. Or No verbal transmission received.	Notify Train Dispatcher. Freight trains must be stopped short of protected structure and train inspected for high/wide load. Inspection is required only in direction of approach to structure.
Detector malfunction transmission received without a defect message. Or Entering detector message not received.	Notify Train Dispatcher. Freight trains must be stopped short of protected structure and train inspected for high/wide load unless verbal "NO DEFECT" message is received. Inspection is required only in direction of approach to structure.
A "NO POWER" message is received.	Notify the Train Dispatcher
Verbal defect message received. Or Verbal transmission received but not understood or is incomplete. Or Detector malfunction message received with a defect message.	Notify Train Dispatcher. Stop and inspect entire train for high/wide load.

SECTION E. PASSENGER TRAIN EMERGENCIES

All employees who are involved with the day to day operation of Metrolink trains will have a copy of the Passenger Train Emergency Preparedness Plan (PTEPP) on hand and be familiar with its content.

RULE 2.10 EMERGENCY CALL

In addition to required broadcast, press 9-1-1 on the radio keypad, if equipped, to contact the Dispatcher. When the emergency call-in has been activated, a tone will be received. Note: Ensure that radio is on the appropriate four-digit channel.

RULE 6.23 EMERGENCY STOP OR SEVERE SLACK ACTION

Inspection of Cars and Units:

Exception: An inspection is not required for a freight train when either a desired or undesired emergency application of the brakes is initiated at a speed above 30 MPH provided train does not exceed 5,000 tons, no unusual slack action is felt incidental to stopping, brake pipe continuity is not broken and train does not require excessive power to start.

This does not apply to KEY trains (refer to Section H)

When the train's brake pipe pressure has been restored:

- After air brakes have had sufficient time to release following an emergency application, make a 20 PSI service application; and,
- After brake pipe exhaust ceases, place automatic brake valve cutout valve in the out position. If brake pipe pressure rapidly reduces to zero, entire train must be inspected. If air pressure is present in brake pipe, train may proceed.

SECTION F. RESERVED**SECTION G. GENERAL CODE OF OPERATING RULES****RULE 1.3.2 GENERAL ORDERS**

Crew members and any others whose duties require, must have a current copy of Metrolink General Order they can refer to while on duty.

RULE 1.4 CARRYING OUT RULES AND REPORTING VIOLATIONS

Any rule violation, condition, practice, act of negligence or misconduct that may threaten the operation of trains or safety of passengers or employees must immediately be reported to the Dispatch and Operations Center (DOC).

RULE 1.14 EMPLOYEE JURISDICTION - OTHER RAILROADS

Except as otherwise provided in this timetable, foreign railroad trains operating on Metrolink territories will be governed by the instructions in their respective timetables, rules, or special instructions concerning the following:

- Speed Restrictions – Locomotives, cars or trains
- Train Make-up Restrictions
- Hazardous Material Instructions
- Remote Control Locomotive (RCL) Operations
- Air Brake and Train Handling Rules
- 2.21 Electronic Devices

HEAVY GRADE AND MOUNTAIN GRADE OPERATIONS

Prior to occupying Metrolink Main Track, freight trains must provide the Train Dispatcher with the following information:

- Loads, empties, tonnage and length of train
- Tons Per Operative Brake
- Tons Per Dynamic Brake Axle
- Horsepower Per Ton
- Location of any intermediate work and expected duration
- Hazardous material in consist
- High or wide loads/equipment and dimensions
- If in RCL Operation
- Any Car Exceeding 158 Tons
- Any cars, equipment or Dimensional Loads with width greater than 11 feet or Excessive Dimensional Loads with width greater than 12 feet

Auxiliary Tracks: Metrolink timetable governs operations on Main Tracks, sidings and certain passenger related facilities. When freight trains are required to operate on freight industry spur, drill, lead and siding tracks, crews must be governed by information obtained from their respective railroad regarding track conditions.

RULE 1.20 ALERT TO TRAIN MOVEMENT

No Ride Zones: Crew members are prohibited from riding on the side of equipment while operating within these zones due to close clearances. Locations of No Ride Zones will be listed in the special instructions of each subdivision where applicable.

Location of Close Clearances: Crew members riding the side of trains or walking adjacent to track shall be on lookout for reduced side clearances and take precautionary action. Location of Close Clearances will be listed in the special instructions of each subdivision where applicable.

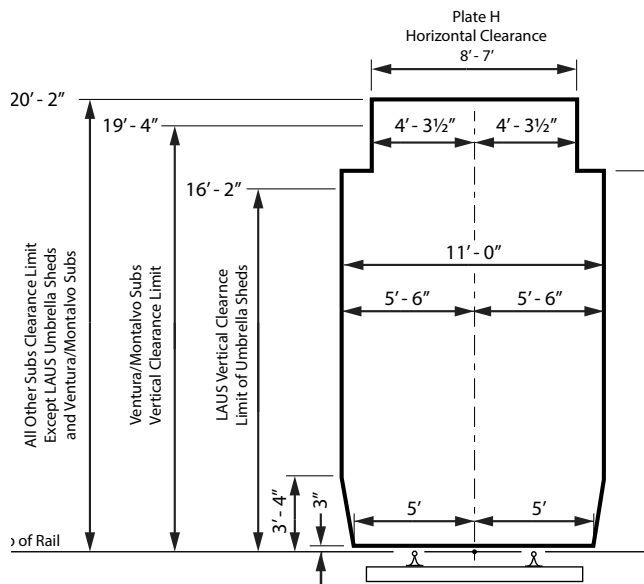
RULE 1.29 AVOIDING DELAYS

A passenger train must not be delayed on a Main Track for repairs by mechanical employees unless the mechanical employee-in-charge has communicated the needed repairs to the Chief Dispatcher or the Train Dispatcher and it is determined that the repair is necessary.

RULE 1.33 INSPECTION OF FREIGHT CARS

Any equipment including Freight Cars, Passenger Cars or Locomotives shall not exceed the clearances in Figure 1.33 below, or Timetable Subdivision clearance restrictions, without approval from the proper authority.

FIGURE 1.33 STATIC SYSTEM EQUIPMENT CLEARANCE ENVELOPE ON LEVEL TRACK



LOAD LIMITS ON METROLINK TERRITORY:

Unless authorized by proper authority, maximum load limit is 316,000 lbs. (158 tons). Gross loads of greater than 316,000 lbs. (158 tons) must be approved by proper authority prior to movement.

EQUIPMENT WITH MORE THAN 4 AXLES:

Work equipment, cars, or platforms having more than 4 axles (other than 6 axle passenger cars and 6 axle locomotive cranes), center to center truck spacing of less than 41.2 feet and with a gross weight greater than 158 tons must not be moved over structures unless authorized by proper authority.

RULE 1.41 ENGINES COUPLED TO OCCUPIED PASSENGER CARS

On Metrolink trains, the door to the control compartment of the cab car must be in closed position at all times while occupied.

Exception: The door may be opened temporarily by other crewmembers at any time a job briefing with the Engineer is necessary.

RULE 1.47 DUTIES OF CREW MEMBERS

CONDUCTOR RESPONSIBILITIES

If after the initial reminder, the train stops for any reason prior to arriving at the point of restriction or within the limits of the restriction, the Conductor must again remind the Engineer of the restriction. If the Engineer fails to comply with the restriction, the Conductor must stop the train.

ALL CREW MEMBERS' RESPONSIBILITIES

Crew member on leading end of movement must communicate the train identification, name or aspect and location of all signals via radio.

Crew member occupying the body of a passenger train,

cab of a trailing locomotive, helper unit or caboose must acknowledge transmission of all except green (Clear).

If a crew member fails to communicate the signal (name or aspect) the train must be stopped, using an emergency application of the brakes if necessary.

Prior to resuming movement after stopping for any reason, the Conductor and Engineer must communicate and be in agreement on the previous signal (name or aspect) and operating rule(s) that govern the train's next immediate movement.

All Crews of trains who will operate on Metrolink territory during their shift, will contact Metrolink Train Dispatcher prior to leaving on-duty location, and provide the following information:

- Crew Names and Hours of Service

Train Consist information, including at minimum:

- Lead Engine and consist
- Number of loaded cars
- Number of empty cars
- Total tonnage
- Train length
- Horsepower Per Ton
- PTC status

GENERAL TRACK BULLETINS

SCRRRA train dispatchers must have General Track Bulletins (GTB) issued at least one hour before trains departure. If a passenger train crew does not have the GTBs 45 minutes before trains departure they must contact the train dispatcher immediately. If unable to contact the train dispatcher for GTBs 35 minutes before train departure, the train crew must contact the Chief Dispatcher.

CONDUCTOR DELAY REPORTING

Metrolink conductor delay reporting method has been replaced with the electronic delay report (EDR). If the train operates on a route requiring EDR, the delay information must be reported no more than two hours after the train arrives its destination or at a crew change location. The reporting must be professional, brief, specific, worded clearly and concisely, and correctly uses delay codes. Each individual reason for delay must be separated from other delays.

Reporting is required on all trips, including special trains, deadhead moves and trains terminated short of destination. If EDR is not available, a paper delay report must be completed and faxed to the DOC before going off duty.

MECHANICAL DIFFICULTY

When mechanical problems will prevent on time performance, Metrolink crews must notify the Train Dispatcher. If assistance is required, Metrolink crews must contact the Qualified Mechanical Person (QMP) for diagnosis and resolution. If unable to reach the QMP, contact the Chief Dispatcher.

RULE 2.14 TRANSMISSION OF MANDATORY DIRECTIVES

Speed restrictions via radio will be issued using the following formats: "(Engine) Do not exceed (speed) MPH between MP (milepost) and MP (milepost)" designating track as necessary.

RULE 4.4 SCHEDULED LEAVING TIMES

A passenger train must not leave a station where it is to receive passengers in advance of its scheduled leaving time unless directed by Train Dispatcher or by special instructions.

RULE 5.5 PERMANENT SPEED SIGNS

REDUCE SPEED SIGNS:

Reduce speed signs are placed approximately 2500 feet in advance of the location where reduced speed applies.

RULE 5.8.1 RINGING ENGINE BELL

Engine Bell will be sounded when passing through passenger stations.

RULE 5.11 ENGINE IDENTIFYING NUMBER

Passenger trains may be addressed by schedule number on Track Warrant and Track Bulletins which do not convey authority for movement. Engine identification number must be used for all other purposes. A cab control car is considered a locomotive when it is in the controlling position. When the cab car is in the controlling position, it will be used as the identifying unit for the train.

RULE 6.8 STOPPING CLEAR FOR MEETING OR PASSING

A passenger train may stop at a passenger station where the platform is located closer than 400 feet from the signal. To accommodate the use of the wheelchair – loading ramp on station platforms, Engineers of commuter trains must spot the cab car's passenger doors farthest from the control compartment end.

RULE 6.21.4 BRIDGE DAMAGE/UNUSUAL CONDITIONS

When the Train Dispatcher is notified of a vehicular impact to a bridge or its supports, a derailment involving a bridge, or a fire on or beneath a bridge, trains will be advised to stop before operating over the bridge.

RULE 6.28 MOVEMENT ON OTHER THAN MAIN TRACK

Movement on other than Main Track must not exceed 10 MPH, unless otherwise specified. Movement within areas designated as mechanical facilities or limits must not exceed 5 MPH, unless otherwise specified. Note: These areas are designated by a mechanical limits sign.

RULE 7.6 SECURING CARS OR ENGINES

Where possible, single cars set out for other than loading or unloading purposes at points where yard engines are not employed, must be left coupled to other cars already set out or on tracks protected with derails, rail skids, facing point switches or ascending grade toward Main Track.

RULE 7.9 SWITCHING PASSENGER OR OCCUPIED**OUTFIT CARS:**

On single-level equipment, end gates must be in position to protect all open vestibules on occupied equipment.

On bi-level equipment, end doors must be closed, locked and disarmed on the end of a cut of occupied cars except when the end door is occupied by an employee controlling the movement.

Two stretches are required when coupling passenger equipment to ensure that coupling has been properly made and the pin has dropped.

Should it become necessary to switch locomotives or cars in a consist, while passengers are boarding or detraining, train crew must ensure that passengers are clear of vestibule doorways and steps before coupling are made. Exercise utmost caution to avoid rough handling.

RULE 8.8 SWITCHES EQUIPPED WITH LOCKS, HOOKS, OR LATCHES

Switch Point Locks are installed on certain Main Track switches at base of rail and are locked with a switch lock. A sign on switch stand reading "ATTEND TO SAFETY LOCK" identifies switches equipped with these devices. To disengage the device, step on foot lever and depress below base of rail. To engage the device, the switch must be thrown over and back. Hands must not be used to disengage or engage the switch point lock.

Switches equipped with mechanical department locks are for application and removal under blue signal protection and will be removed only by the same class, craft or group who applied them.

RULE 8.20 DERAIL LOCATION AND POSITION

Except when equipment is under blue signal protection (GCOR 5.13), fixed derails equipped with mechanical department locks must be lined and locked in a non-derailing position.

Do not attempt to operate switch when it is found to be:

- Spiked
- Clamped
- Locked with Maintenance of Way lock
- Equipped with "Switch Out of Service" tag

Spike, tag or securing device must not be removed except by Maintenance of Way employee.

RULE 9.9 TRAIN DELAYED WITHIN A BLOCK

CTC or Manual Interlocking Limits: Proceed not exceeding 40 MPH, prepared to stop at the next signal until the next signal is visible and that signal displays a proceed indication.

RULE 9.11.1 BLOCK SIGNALS WITH "P" PLATE

Trains must come to a stop when a block signal with a triangular plate bearing the letter "P" displays a red aspect; an inspection from the ground must be made of the track or structure for which the signal provides protection to ensure it is safe for passage by trains.

EXCEPTION:

After stopping, if it can be determined from the engine that the track or structure for which the protection is provided is safe for the passage of the train, an inspection from the ground is not required.

RULE 9.12.1 CTC TERRITORY**STOP INDICATIONS:**

Authority must be obtained from Metrolink Train Dispatcher to pass controlled signals indicating STOP at all locations in all directions, unless otherwise specified.

RULE 10.1 AUTHORITY TO ENTER CTC LIMITS**SIGNAL GOVERNING MOVEMENT OVER A HAND-OPERATED SWITCH:**

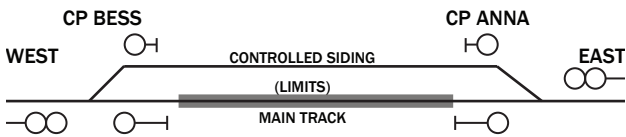
If a signal governs movement over a hand-operated switch that is not electrically locked, the Train Dispatcher must authorize the train to enter or occupy any track where CTC is in effect before the switch is opened. After the switch is opened, if the signal does not display a proceed indication, a crew member must wait 10 minutes at the switch.

After the 10-minute wait if the signal does not display a proceed indication, move the train at restricted speed and notify the Train Dispatcher. However, if the block to be entered is occupied by its own standing train or when the hand-operated switch remains open, the movement may, after stopping, pass an absolute signal displaying a Stop indication without waiting 10 minutes and without contacting the Train Dispatcher.

RULE 10.3 TRACK AND TIME

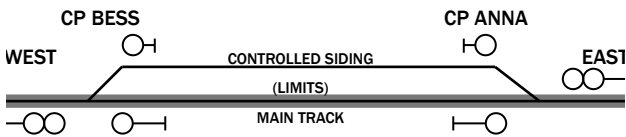
When the limits of track and time are designated by a control point, authority extends only to the signal governing movement into the control point limits (As illustrated by Diagram A).

Diagram A: Indicates track and time between CP Anna and CP Bess does not include control point limits of CP Anna or CP Bess.

DIAGRAM A

If the control point is included in the limits granted, the control operator must specify that the track and time includes the control point limits (As illustrated by Diagram B).

Diagram B: Indicates track and time between West Limits CP Bess and East Limits CP Anna does include control point limits at CP Anna and CP Bess.

DIAGRAM B**RELEASING TRACK AND TIME**

Employees releasing track and time must state:

- Their name or other identification
- The track and time limits being released, including number, if applicable

If no other employee has received track and time within the same limits, a train within the limits may release its track and time to move in a specified direction.

Signal indications will then govern the train, if the control operator verbally authorizes the release specifying direction of movement.

RULE 10.3.3 JOINT TRACK AND TIME

Trains must not enter or make any movements within the limits of track and time which is jointly occupied with an employee until a crew member of the train contacts the employee in charge and obtains a clear understanding of the conditions and movements to be made. Trains must move at restricted speed within joint track and time limits.

RULE 10.3.4 TRACK AND TIME ACKNOWLEDGMENT

Employee requesting track and time will state name, occupation, location and train or other identification. All information and instructions must be entered on track and time form and repeated to the Train Dispatcher who will check and, if correct, will give "OK" time and initials. The "OK" time will be entered on the track and time form and repeated to the Train Dispatcher.

The track and time must not be considered in effect until OK time has been received and repeated. The Employee must maintain written record of all authorities granted including time track was released or cleared, extensions of time, or authorities made joint with other trains or employees.

RULE 15.1 TRACK BULLETINS

Amtrak crews operating Amtrak No. 1 or Amtrak No. 3 must contact the Metrolink Train Dispatcher before entering Metrolink dispatched territory to verify if additional Track Bulletins are required. Freight crews operating with Metrolink Track Warrants addressed to 'UPRR Engines' or 'BNSF Engines' must contact the Metrolink Train Dispatcher before entering Metrolink dispatched territory to verify train information and if additional Track Bulletins are required.

RULE 15.2 PROTECTION BY TRACK BULLETIN FORM B**A. INSTRUCTIONS**

Foreman (name and / or gang number) using Track Bulletin No. ____ (Train ID) may pass the red flag at MP ____ (without stopping) and proceed at (one of the following), (specifying track when necessary):

- "Maximum Authorized Speed"
- "Restricted Speed"
- A speed specified by the employee in charge

Two additional speeds may be given to restrict a train's movement through a portion of the limits, by adding the following:

Do not exceed ____ MPH between/at MP ____ and MP ____ (or other location).

To require a train to stop at a designated location within the limits, add the following:

Stop at MP ____ (or other location) until additional instructions are received.

When men or equipment foul adjacent track(s), add the following:

Men or equipment fouling (specify track).

RULE 15.4 PROTECTION WHEN TRACK REMOVED FROM SERVICE

When the employee in charge of the out of service track authorizes a train to enter the limits, there must be a clear understanding of all movements to be made.

RULE 15.9.1 CHECKING CORRECTNESS

Immediately upon receipt, General Track Bulletin and Track Bulletins must be checked for correctness by all crew members. It must be known that they are properly addressed and that the Track Bulletin numbers on the General Track Bulletin correspond with the Track Bulletins received. Mechanically transmitted General Track Bulletins and Track Bulletins must be checked for legibility, missing or broken characters, and completeness. Any General Track Bulletin or Track Bulletin having an error or omission must be regarded as improper. Contact appropriate Train Dispatcher immediately to obtain a corrected copy.

RULE 15.10 RETAINING TRACK BULLETINS

Crews arriving at outlying terminals on Metrolink trains must retain General Track Bulletin and Track Bulletins until they receive proper General Track Bulletin and Track Bulletins for their next tour of duty.

RULE 15.13.1 VOIDING GENERAL TRACK BULLETINS OR RESTRICTIONS

To void a bulletin restriction or an entire General Track Bulletin the Train Dispatcher may do the following:

- “Restriction (number) ___ reading ___ is void.” An employee must repeat this information to the Train Dispatcher. If the information is correct, the employee must write “VOID” in the margin to the left of the restriction made void.
- “General Track Bulletin No. ___ is void.” An employee must repeat this information to the Train Dispatcher. If the information is correct, the employee must write “VOID” across the first page of the General Track Bulletin being voided.

SECTION H. HANDLING HAZMAT/ KEY TRAIN / HTUA**RULE 6.31.3 KEY TRAINS****DEFINITION:**

A “KEY Train” is any train with:

- One tank car load of Poison or Toxic Inhalation Hazard (PIH or TIH) (Hazardous Zone A, B, C or D) or anhydrous ammonia, or;
- 20 car loads or intermodal portable tank loads of a combination of PIH or TIH (Hazardous Zone A, B, C or D), anhydrous ammonia, flammable gas, Class 1.1 or 1.2 explosives and environmentally sensitive chemicals, or; One or more car loads of Spent Nuclear Fuel (SNF), High Level Radioactive Waste (HLRW).
- 20 or more car loads of crude oil or alcohol (NOS).

UNLESS OTHERWISE RESTRICTED, KEY TRAINS MUST NOT EXCEED 50 MPH.

If a defect in a “Key Train” bearing is reported by a wayside detector, but a visual inspection fails to confirm evidence of a defect, the train will not exceed 30 MPH until it has passed over the next wayside detector or delivered to a terminal for a mechanical inspection. If the same car again sets off the next detector or is found to be defective, it must be set out from the train. A train designated as a KEY train carrying crude oil or alcohol (NOS), in addition to all other restrictions governing movement of KEY trains, must not exceed 40 mph in High Threat Urban Area (HTUA).

ALL SCRRRA TERRITORIES ARE HTUA.

A KEY train must hold the Main Track at a meeting or passing point where maximum speed on a siding is 10 MPH, unless meeting or passing another KEY train. When a KEY train is stopped by an emergency application of the brakes, inspection must be made and it must be known








that the equipment and track are in a safe condition and that all wheels are properly positioned on the rail before proceeding.

NOTE: KEY TRAIN CREWS MUST NOT LEAVE THEIR TRAINS UNATTENDED UNLESS AUTHORIZED BY SCRRRA MANAGEMENT AND ONLY WHEN PROPERLY SECURED.

SECTION I. SIGNAL ASPECTS AND INDICATIONS**RULE 9.1 SIGNAL ASPECTS AND INDICATIONS**

Note: see APPENDIX C for illustration of Rules 9.1.2 thru 9.1.15

The signal aspects, names and indications illustrated in Rules 9.1.1 through 9.1.15 govern movement of trains and engines. The following symbols are used:

	FLASHING ASPECT		DARK ASPECT		LUNAR ASPECT
	GREEN ASPECT		RED ASPECT		YELLOW ASPECT
	NUMBER PLATE				

SECTION J – M RESERVED**SECTION N. AUTOMATIC TRAIN STOP****RULE 6.31.4 INERT INDUCTOR AUTOMATIC TRAIN STOP**

Inert Inductor Automatic Train Stop may be used in certain locations to provide advance warning to passenger trains of permanent speed restrictions. IIATS locations are identified in the timetable and may be within or outside of designated Automatic Train Stop territory.

Locations of IIATS Inductors will be indicated by a sign adjacent to the inductor where the inductor has been placed in advance of a speed restriction.

IIATS ADVANCE WARNING INOPERATIVE:

The advance warning provided by IIATS locations is considered inoperative when one of following occurs:

- A train passes two successive IIATS locations where an ATS alarm fails to sound or ATS light fails to illuminate in the controlling locomotive or cab control car equipped with an ATS device.
- Acknowledgment at two successive IIATS locations does not prevent a penalty application.
- The controlling engine or cab control car of a train is not equipped with an operative, cut-in or properly functioning ATS device. When IIATS advance warning is inoperative outside of designated ATS territory, train crew must immediately notify the Train Dispatcher and may proceed only as follows:
 - Engineer must verbally identify by radio the mile post of each IIATS location and its associated permanent speed restriction at or approaching the location of the permanent speed restriction sign. The Conductor must acknowledge the transmission by radio.

<ul style="list-style-type: none"> • If the Conductor fails to respond to the Engineer, train must not exceed 40 MPH until the Conductor acknowledges the radio transmission or the train leaves the IIATS equipped subdivision. • If the Engineer fails to identify an IIATS location as required above, the Conductor must immediately remind the Engineer of the approaching restriction. If the Engineer fails to properly respond, the Conductor must stop the train. 	<p>RULE 18.2.1 PTC INITIALIZATION</p> <p>Locomotive Engineer must begin to initialize PTC in advance of scheduled departure time with ample time to troubleshoot issues that may arise.</p> <p>If first attempt to initialize PTC is unsuccessful, contact the Train Dispatcher immediately to verify train consist. If train fails second attempt to initialize, immediately contact SCRRA Train Dispatcher and follow his/her instructions.</p>
<p>SECTION O. RESERVED</p>	
<p>SECTION P. INSTRUCTIONS RELATED TO POSITIVE TRAIN CONTROL</p> <p>RULE 18.1. POSITIVE TRAIN CONTROL TERRITORY</p> <p>Positive Train Control (PTC) is in effect on all Metrolink subdivisions where identified as a Method of Operation. If any train is unable to operate PTC Active in SCRRA territory, contact the Train Dispatcher immediately. Note: Any trains that have the controlling end buried in the consist are exempt from running PTC.</p> <p>PTC supplements other methods of operation and will display on-board any mandatory directives or other instructions that affect the movement of trains. PTC does not establish authority or restrictions for train movement. Controlling and operating the train remains the responsibility of the locomotive Engineer.</p>	<p>RULE 18.2.2 FOREIGN TRAIN PTC INITIALIZATION</p> <p>When a foreign train experiences a PTC initialization failure and the failure point is on SCRRA territory, a train crew member must first contact SCRRA Train Dispatcher for instructions prior to troubleshooting. In addition, the crew must contact the foreign railroad's PTC support to determine the cause of the failure.</p> <p>RULE 18.2.3 PTC AUTOMATIC HORN FUNCTION</p> <p>Until further notice, the PTC automatic horn function on all SCRRA trains is cut-out.</p> <p>RULE 18.3 BROKEN OR MISSING SEALS</p> <p>Do not break the seal on PTC devices unless permission has been received from the Train Dispatcher, Qualified Mechanical Employee or PTC Support Desk.</p> <p>RULE 18.4 PTC CUT OUT</p> <p>The PTC system may only be cut out or disabled when authorized by rule or when proper authorization is received.</p>
<p>RULE 18.2 TAKING CHARGE OF PTC EQUIPPED TRAINS</p> <p>When taking charge of a train in PTC territory, or before entering PTC territory, the train must not depart until the crew confirms:</p> <ul style="list-style-type: none"> • The PTC and PTC Data Radio circuit breakers are in the ON position. • The PTC horn Cut Out switch is in the Cut-Out position for all SCRRA trains. • The PTC Penalty and Emergency Cut Out switches are in the Cut In position. • The PTC Penalty Pneumatic Cut Out Valve is Cut In. • If a Departure Test is required, crew must ensure Brake Pipe pressure is 110 PSI +/- 3 PSI and Fuel Pump/Engine Run/Cab Setup switches are in the ON position before performing the test. • Engineer must compare Mandatory Directives displayed on the PTC display screen with the paper copies of General Track Bulletins for consistency. <p>If any of the above conditions are not met, contact the Train Dispatcher before making any changes. If breakers, Cut Out switches and/or Pneumatic Valve are not in the state mentioned above, contact the Qualified Mechanical Employee. If unable to contact the Qualified Mechanical Employee, contact the PTC Help Desk for instructions on how to proceed prior to departure; notify the Train Dispatcher of any delay incurred.</p>	<p>RULE 18.5 PTC TRIP COMPLETION</p> <p>At the completion of the trip, the Engineer must log out of PTC and complete any PTC Event Reports if necessary.</p> <p>RULE 18.5.1 PTC EVENT TRIP REPORT</p> <p>The Engineer must ensure that a sufficient quantity of PTC Event Trip Reports are available prior to departing originating station. PTC Event Reports must identify any PTC issues/anomalies that are encountered during the trip. The Conductor must fax the report(s) to the DOC at the end of the work shift, along with their delay report(s).</p> <p>RULE 18.6 CONSIST DATA</p> <p>If crew receives incorrect, incomplete or invalid consist upon Initialization, Train Crew is to contact Train Dispatcher before pressing any buttons on the CDU. Train Dispatcher must provide Train Crew permission to modify consist on-board.</p> <p>If any value in the PTC consist changes while en route, the Train Dispatcher must be notified, and the Train consist must be updated prior to resuming movement.</p> <p>See Appendix F for equipment data for Metrolink operations.</p>

RULE 18.6.1 COMPARISON OF PTC DISPLAY INFORMATION

After successful initialization and before departing, crew members on the controlling locomotive must compare information such as track bulletins, restrictions, and authorities displayed on the PTC display with the copies in their possession.

The train dispatcher may deliver mandatory directives and restrictions verbally. When a crew member receives a mandatory directive or restriction, it must then be compared to the PTC display. Note: Trains will not receive SCRRRA Track Condition Messages (TCM) or Form C bulletins on the PTC display.

When the PTC display screen does not conform with a wayside signal indication, Maximum Authorized Speed, Mandatory Directive, Timetable, or Special Instruction, the most restrictive will govern.

Any discrepancies must be reported to the Train Dispatcher immediately and included in the PTC Event Report.

RULE 18.7 PTC SYSTEM INPUTS AND PROMPTS

Inputs and responses to prompts must be accurate and timely to prevent an unnecessary PTC enforcement or delay. The engineer must operate the train in response to a PTC prompt to prevent a penalty brake application, consistent with good train handling. If improper input or response to a prompt is made, it must not be acted upon until corrected or resolved.

RULE 18.7.1 TRACK AND DIRECTION OF TRAVEL SELECTION

Track selection must be made before entering Main Line or before passing first facing signal in authorized direction of travel if already occupying the Main Line. If train is entering SCRRRA territory from foreign railroad territory in PTC Disengaged state, Track selection must be made before passing first facing SCRRRA signal in authorized direction of travel.

When transitioning from Non-PTC territory to PTC territory or PTC disengages en route, the train must be slowed to a speed less than 18 MPH prior to selecting location and direction of travel.

RULE 18.7.2 HOW TO PROCEED WHEN STOPPED INSIDE A RED FENCE

If a train is stopped inside a red fence (other than a Work Zone) and preventing train movement, contact the Train Dispatcher and follow his/her instructions.

RULE 18.7.3 IMPROPER SYSTEM INPUTS AND PROMPTS

When it is suspected that the PTC system did not provide a warning when it must have, it must be reported to the Train Dispatcher immediately and included in the PTC Event Report.

RULE 18.8 PTC ENFORCEMENT

Following a PTC induced braking enforcement (Penalty and/or Emergency), the Engineer must notify the Train Dispatcher and provide the following information:

- Train ID, lead engine initials and number
- Time and milepost location where the PTC brake enforcement was initiated
- Reason for the PTC brake enforcement, if known
- Milepost location of the head end of the train when stopped,

And

- If applicable. If the train has stopped inside a Red Hash with a Maximum Authorized Speed of 0 MPH

RULE 18.9 SWITCHING OPERATIONS

Trains involved in switching operations on SCRRRA territory may disable PTC using the "Restricted Mode On" soft key at the start of switching operations and notify the train dispatcher. At the completion of such operations, the train will notify the train dispatcher of the new consist and press "Restricted Mode Off" soft key. This will require crew to verify consist and select track before enabling PTC.

RULE 18.12 MOVEMENTS WITHOUT PTC

When the controlling locomotive is not PTC equipped, cut out before initial movement, fails en-route, or transitions to a non- enforcement state the maximum authorized speed for signaled territory is:

TRAIN TYPE	MAXIMUM SPEED W/O PTC
FREIGHT TRAINS TRANSPORTING ONE OR MORE LOADED CARS CONTAINING TIH/PIH, OR OTHERWISE DESIGNATED AS A "KEY" TRAIN (SEE SECTION H)	40 MPH*
ALL OTHER FREIGHT TRAINS	49 MPH*
PASSENGER AND COMMUTER TRAINS	59 MPH*

*Unless otherwise restricted

RULE 18.12.1 FOREIGN TRAIN PTC FAILURE EN ROUTE

When a foreign train experiences a PTC en route failure on SCRRRA territory, a train crew member must first contact the SCRRRA train dispatcher for instructions prior to troubleshooting. In addition, the crew must contact the foreign railroad's PTC support to determine the cause of the failure. Train movements will be governed by 18.12 unless otherwise restricted.

RULE 18.13 SPEED ENFORCEMENT AT LAUPT

A speed enforcement is implemented in both directions between the east limits CP Terminal and MP 0.0 (end of track). Inbound trains will receive a one (1) MPH speed target just short of the bumper on all tracks other than track fifteen (15) which will have a zero (0) MPH target.

SECTION Q. DRUGS AND ALCOHOL**RULE 1.5 DRUGS AND ALCOHOL**

Employees are prohibited from engaging in the following activities while on duty or on company property:

- Using alcoholic beverages, having them in their possession, or being under their influence,
- Using or being under the influence of any drug, medication, or other controlled substance – including prescribed medication that will in any way affect their alertness, coordination, reaction, response or safety.

If in doubt about possible adverse effects of medication, employees must consult a Company medical officer before going on duty.

The illegal use, possession or sale of a drug, narcotic or other controlled substance is prohibited while on or off duty. An employee may be required to take a breath test and/or provide urine sample if the company reasonably suspects violation of this rule. Refusal to comply with this requirement will be considered a violation of this rule and the employee will be promptly removed from service.

Employees tested by breath or urine sample will be in violation of Rule 1.5 if:

- The initial breath test and confirmation test are positive
- The urine screen test is positive and confirmation test is positive for the presence of narcotics, sedatives, stimulants, hallucinogens, intoxicants, or a derivative or combination of any of these or any controlled substance or mood altering substance. Further, employees may be required to provide a blood sample in the case of certain accidents and incidents subject to Federal post-accident testing requirements. An employee who refuses to cooperate in providing a blood or urine sample following an accident (as specified in 49 CFR Part 219 Subpart C), shall be removed from service, shall be subject to dismissal and may not under any circumstances be employed in a position covered by the Hours of Service Act for a period of at least nine (9) months. (The Federal requirement of disqualification for nine (9) months does not limit any discretion on the part of the Railroad to impose additional sanctions for the same or related conduct.) A blood test that is positive for the presence of narcotics or sedatives or a combination of any of these or any controlled substance or any mood-altering substance will constitute a violation of Rule 1.5. This rule constitutes notice to employees as required by 49 CFR Section 219. Employees may obtain copies of their company's Drug and Alcohol policy from their employing railroad.

SECTION R. RESERVED**SECTION S. MAXIMUM SPEED - CARS****MAXIMUM SPEEDS – CARS**

Unless otherwise restricted, trains consisting entirely of Metrolink (Rotem and Bombardier equipment) and/or Amtrak passenger cars must not exceed 90 MPH.

RULE 6.31.1 PERMANENT SPEED RESTRICTIONS**EQUIPMENT AND WIND RESTRICTIONS**

When the Train Dispatcher advises trains of high steady-state wind velocities, trains will operate on curves at a speed of 5 MPH less than passenger speed with '#' next to it in the Maximum Authorized Speed table of the subdivision.

NOTE '#':

Speeds shown apply only to trains made up of locomotives and cars of Metrolink (including Rotem and Bombardier) and Amtrak passenger cars at those locations indicated.

RULE 6.31.2 OTHER MAXIMUM SPEEDS**FREIGHT TRAINS TONS PER OPERATIVE BRAKE**

Freight trains must not exceed the speed specified in the tables below. If a subdivision special instruction specifies a higher or lower TPOB speed, be governed by that speed. When using the following tables, round your train's TPOB up to the next whole number. For example, 100.1 TPOB becomes 101 TPOB.

TPOB	FREIGHT TRAIN MAXIMUM SPEED
90 OR LESS	NO RESTRICTION
GREATER THAN 90 TO 100	50 MPH
GREATER THAN 100 TO 120	45 MPH
GREATER THAN 120 TO 140	40 MPH
GREATER THAN 140 TO 150	35 MPH

MAXIMUM AUTHORIZED SPEED FOR PASSENGER OPERATIONS

OPERATOR	MPH
METROLINK	79*
AMTRAK	90*
COASTER (NCTD)	90*

***NOTE:** Carbody-type locomotives being operated with long hood leading must not exceed 45 MPH. A multiple-unit engine controlled from other than the leading unit must not exceed 30 MPH. Engines without a car or cars must not exceed 50 MPH unless otherwise restricted.

Foreign locomotives operating as lite engines are restricted to a maximum authorized speed of 50 MPH unless otherwise restricted per timetable or temporary speed restriction.

SPECIAL MAXIMUM SPEEDS

Do not exceed the following speeds when handling:

EQUIPMENT	MPH
SPERRY CARS	45
JORDAN SPREADER, MOVING FORWARD	35
JORDAN SPREADER, MOVING REVERSE	10
WELDED RAIL CARS	40
SPENO BALLAST CLEANING OR SWEEPER EQUIPMENT	30
LOADED TIE CARS AMTK 15500 - 15594	45
WRECK TRAIN WITH BOOM TRAILING	40
WRECK TRAIN WITH BOOM LEADING	20
WORK TRAINS	40

SECTION T. TIME**RULE 1.48 TIME**

To compare time, employees must call the following toll free number: (866) 493-5252. The 24-hour clock will be used for all railroad related functions, duties, and record keeping.

EXCEPTION:

The Metrolink Public Timetable will use the 12-hour clock.

SECTION U - V RESERVED**SECTION W. WEATHER AND EARTHQUAKE INSTRUCTIONS****RULE 6.21.5 EXTREME WEATHER RELATED SPEED RESTRICTIONS**

When notified by the train dispatcher of an extreme weather condition on either the entire Metrolink system, subdivision(s) or specified limits, trains will operate according to the following instructions:

Observe GCOR rule(s) 6.21 and 6.21.2

RULE 6.21.6 HEAT CONDITION SPEED RESTRICTION

When notified of heat condition by Train Dispatcher, trains will operate according to the following speed restrictions:

HEAT LEVEL	SPEED APPLICATION	PASSENGER SPEED	FREIGHT SPEED
1	DO NOT EXCEED	NO REDUCTION	50 MPH
	SPEED ON CURVES	NO REDUCTION	NO REDUCTION
	SPEED THROUGH TURNOUTS	NO REDUCTION	NO REDUCTION

HEAT LEVEL	SPEED APPLICATION	PASSENGER SPEED	FREIGHT SPEED
2	DO NOT EXCEED	50 MPH	40 MPH
	SPEED ON CURVES	10 MPH REDUCTION*	5 MPH REDUCTION*
	SPEED THROUGH TURNOUTS	5 MPH REDUCTION	5 MPH REDUCTION

***NOTE:** Speed reduction taken from highest speed authorized. Where speed on curves does not exceed 20 MPH, no reduction is required. Light Engines will operate according to instructions for freight trains.

The following train handling techniques must be used to minimize in-train forces, when possible:

- Use throttle modulation or low dynamic brake amperage to control speed
- Avoid adjusting slack

Heat condition speed restrictions will expire at 2200 hours on the day issued unless otherwise instructed.

RULE 6.21.7 EARTHQUAKE INSTRUCTIONS

When notified of an earthquake, do not stop in a Tunnel or on a Bridge. Train may be moved at restricted speed to clear tunnel or bridge. Extreme caution should be used as tracks may have shifted.

SECTION X. RAILROAD CROSSINGS**RULE 5.8.2 SOUNDING WHISTLE****SOUND INDICATION:**

When approaching all public, private, and pedestrian crossings, sound signal as follows:

(7) - - o -

RULE 5.8.4 WHISTLE QUIET ZONE

Quiet zones are designated in the timetable. Do not sound horn for grade crossings within limits or at locations designated on the subdivision page. Horn may be sounded to provide warning to animals, vehicle operators, pedestrians, trespassers or crews on other trains in an emergency when Engineer believes such action is appropriate to prevent injury, death, or property damage.

Horn must be sounded when:

- Employees are working on or near the track.
 - Notified that automatic warning devices are malfunctioning or disabled or crossing requires additional precautions.
 - Orange flashing 'x' confirmation signal is not flashing
- OR
- Meeting or passing the head end or rear end of a train at a grade crossing.

NOTE: When horn is required, sound whistle signal 5.8.2 (7) regardless of prohibition.

RULE 6.32.2 AUTOMATIC WARNING DEVICES

Where “STOP” signs are located approximately twenty-five (25) feet on each side of crossings, movements must stop at “STOP” sign to allow warning devices to activate for the required length of time.

AUTOMATIC WARNING DEVICES MALFUNCTIONING

A. Use the following table to properly complete movement over the crossing:

MOVEMENT WHEN AUTOMATIC WARNING DEVICES ARE MALFUNCTIONING

IF	THEN
No one is at the crossing to provide warning.	Stop before occupying the crossing. After a crew member is on the ground to warn highway traffic, proceed over the crossing on hand signals from that crew member.
The crew is notified that the crossing has one equipped flagger who is unable to provide warning in all directions of approaching traffic. OR The crew is notified that a uniformed police officer(s) is providing warning at the crossing.	Proceed over the crossing at 15 MPH without stopping until the head end of the train completely occupies the crossing. Then proceed at normal speed.
The crew is notified that the crossing has one or more equipped flaggers who are able to provide warning in all directions of approaching traffic.	Proceed over the crossing at normal speed without stopping.

NOTE: An equipped flagger is a person other than a crew member who is equipped with an orange vest, orange shirt, or orange jacket. At night, the vest, shirt, or jacket must be reflectorized. The flagger must have a red flag or stop paddle by day and a light at night. When advised by the Train Dispatcher that the malfunctioning automatic warning devices have been repaired, these restrictions no longer apply.

RULE 6.32.7 POWER OFF INDICATORS

At highway crossings at grade equipped with power-off indicators, the indicator light will be dark (off) when AC power is present and will flash when AC power is not present. When the indicator light is flashing, immediately notify the Train Dispatcher. Other locations equipped with power-off indicator will be listed by milepost in the special instructions of subdivisions where applicable.

RULE 6.32.9 CONGESTED CROSSING

When a highway Crossing at Grade is observed to be congested, notify the Train Dispatcher.

SECTION Y – Z RESERVED

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APPENDIX A - GLOSSARY

AUTOMATIC TRAIN STOP

A system activated by wayside inductors connected with a block signal system positioned to apply the brakes automatically until the train stops.

CLEARANCE POINT:

The location closest to a switch where it is safe for equipment, and a person riding the side of equipment unless prohibited, to pass equipment on an adjacent track. Clearance Point(s) are indicated by a white line painted on rail or by words to that effect.

CONTROL POINT LIMITS:

The tracks between outer opposing absolute signals of a control point.

FORM O BULLETIN

A track bulletin that removes a controlled track from service.

FORM X BULLETIN

A Track Bulletin conveying a Rule 6.32.2 restriction.

GENERAL NOTICE:

A notice containing track condition messages and railroad related information.

GENERAL TRACK BULLETIN

A notice containing Track Bulletin restrictions and other conditions affecting train movement.

HARD CUT IN (PTC)

A state of the PTC system when PTC cut out switches are placed in the cut in position.

HARD CUT OUT (PTC)

A state of the PTC system when PTC cut out switches are placed in the cut out position.

HIGH THREAT URBAN AREA

Areas designated by the railroad carrier where hazardous materials moved by rail may be restricted.

INERT INDUCTOR AUTOMATIC TRAIN STOP

Wayside inductors not connected with a block signal system, positioned to provide advance warning to trains of certain permanent speed restrictions and designed to apply the brakes automatically until train stops.

INDEPENDENTLY CONTROLLED SWITCHES

Independently Controlled Switches are dual control switches of a crossover which under certain conditions, as prescribed by Maintenance of Way Operating Rules and Instructions (MOWORI), may be operated independently. At locations identified in the timetable as having an ICS switch, MOW employees may request control operator permission to operate one end of crossover for maintenance or testing purposes only.

NON-ENFORCEMENT STATE (PTC)

A state when the PTC system is cut out, failed, degraded, disengaged, or experiencing other unenforceable conditions.

POSITIVE TRAIN CONTROL (PTC)

A safety overlay system designed to monitor train movement and designed to prevent train to train collisions, over speed violations, movement into established work zone limits without permission, and movement over an improperly lined main track switch.

RESTRICTED MODE

A mode where the only function provided by PTC is enforcement of the maximum speed indicated on the PTC display. PTC will not display conditions of the track ahead, warning, or stopping distances.

SOFT CUT OUT (PTC)

A state of the PTC system resulting from selection of the cut out key on the PTC display.

STOWED

Out of sight in personal luggage, NOT on person.

ABBREVIATIONS	
ABS	AUTOMATIC BLOCK SIGNAL
ATS	AUTOMATIC TRAIN STOP
BTWN	BETWEEN
CMF	CENTRAL MAINTENANCE FACILITY
CP	CONTROL POINT
CTC	CENTRALIZED TRAIN CONTROL
E	EAST
E/L	EAST LIMITS
EMF	EASTERN MAINTENANCE FACILITY
EWD	EASTWARD
F/FRT	FREIGHT
GTB	GENERAL TRACK BULLETIN
HTUA	HIGH THREAT URBAN AREA
ICS	INDEPENDENTLY CONTROLLED SWITCHES
IELF	INLAND EMPIRE LAYOVER FACILITY
IIATS	INERT INDUCTOR AUTOMATIC TRAIN STOP
IND	INDUSTRY
LD	LEAD
LA	LOS ANGELES
LAUS	LOS ANGELES UNION STATION
MP	MILEPOST
MPBX	MOBILE PRIVATE BRANCH EXCHANGE
MT	MAIN TRACK
N	NORTH
OPS	OPERATIONS
OFC	OFFICE
P/PSGR	PASSENGER
PBX	PRIVATE BRANCH EXCHANGE
PTC	POSITIVE TRAIN CONTROL
RCL	REMOTE CONTROL LOCOMOTIVE
S	SOUTH
SPC	SPECIALIST
SSI	SYSTEM SPECIAL INSTRUCTION
SUB	SUBDIVISION
TK	TRACK
TPOB	TONS PER OPERATIVE BRAKE
TWC	TRACK WARRANT CONTROL
W	WEST
W/L	WEST LIMITS
WWD	WESTWARD

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PTC EVENT REPORT

METROLINK®

Southern California Regional Rail Authority

PTC EVENT REPORT

DATE:	TRAIN:	ORIGIN:	DESTINATION:
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LEAD UNIT:

LOADS*:	EMPTYES:	TONNAGE**:	LENGTH:
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*Number of cars between controlling unit and trailing unit

**Does not include locomotive or cab car

EXCEPTIONS OR UNUSUAL EVENTS:

EVENT #1: TIME / SUBDIVISION / MILEPOST / DIRECTION


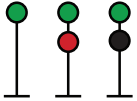
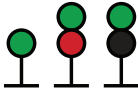




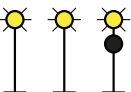


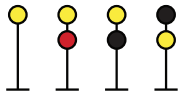







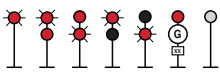
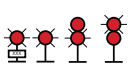
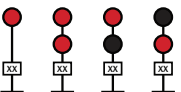
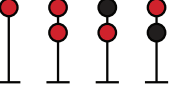
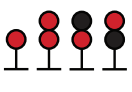
EVENT #2: TIME / SUBDIVISION / MILEPOST / DIRECTION

EVENT #3: TIME / SUBDIVISION / MILEPOST / DIRECTION

ENGINEER NAME _____ SIGNATURE _____

PTC EVENT REPORT
Version 1.0

APPENDIX C

RULE	ASPECTS		NAME	INDICATION
	HIGH	DWARF		
9.1.2	 WITH "D" PLATE		DISTANT SIGNAL APPROACH	Proceed prepared to stop short of next signal or switch point indicator
9.1.3			CLEAR	Proceed
9.1.4			APPROACH SIXTY	Proceed prepared to pass the next signal not exceeding 60 MPH
9.1.5			APPROACH FIFTY	Proceed prepared to pass the next signal not exceeding 50 MPH
9.1.6			APPROACH DIVERGING	Proceed prepared to advance on diverging route at the next signal not exceeding prescribed speed through turnout(s)
9.1.7			ADVANCE APPROACH	Proceed prepared to stop at second signal. Also, Passenger and PTC active trains be prepared to pass the next signal not exceeding 40 MPH; all other trains be prepared to pass the next signal not exceeding 30 MPH.
9.1.8			APPROACH RESTRICTING	Proceed prepared to pass the next signal at restricted speed. Passenger and PTC active trains exceeding 40 MPH immediately reduce to that speed; all other trains exceeding 30 MPH must immediately reduce to that speed.
9.1.9			APPROACH	Proceed prepared to stop at the next signal. Passenger and PTC active trains exceeding 40 MPH must immediately reduce to that speed; all other trains exceeding 30 MPH must immediately reduce to that speed.
9.1.10			DIVERGING CLEAR	Proceed on diverging route not exceeding prescribed speed through turnout(s)
9.1.11			DIVERGING ADVANCE APPROACH	Proceed on diverging route not exceeding prescribed speed through turnout(s) and prepared to stop at second signal; be prepared to pass the next signal not exceeding 40 MPH
9.1.12			DIVERGING APPROACH	Proceed on diverging route not exceeding prescribed speed through turnout(s) and prepared to stop at the next signal. Passenger and PTC active trains exceeding 40 MPH immediately reduce to that speed; all other trains exceeding 30 MPH must immediately reduce to that speed.
9.1.13			RESTRICTING	Proceed at restricted speed
9.1.14			RESTRICTED PROCEED	Proceed at restricted speed
9.1.15			STOP	Stop before train or engine passes the signal

APPENDIX D

Table below lists the length (in feet), tonnage, and Horsepower for all SCRRA Coach Cars, Cab Cars and Locomotives.

MODEL	COACH ROAD CODE AND SERIES	LENGTH	TONS	HP
BOMBARDIER COACH G1	SCAX101 THRU SCAX163	85	70	0
BOMBARDIER COACH G2	SCAX164 THRU SCAX182	85	69	0
BOMBARDIER COACH G3	SCAX183 THRU SCAX210	85	69	0
ROTEM COACH	SCAX211 THRU SCAX290	85	85	0

MODEL	CAB CAR ROAD CODE AND SERIES	LENGTH	TONS	HP
BOMBARDIER CAB CAR G1	SCAX601 THRU SCAX631	85	71	0
BOMBARDIER CAB CAR G2	SCAX632 THRU SCAX637	85	71	0
ROTEM CAB CAR	SCAX638 THRU SCAX695	85	86	0

MODEL	LOCOMOTIVE ROAD CODE AND SERIES	LENGTH	TONS	HP
F40PH	SCAX800	56	130	3000
F59PHu	SCAX851, 852, 856, 861, 868, 870, 873	58	141	3000
F59PH	SCAX853, 854, 857-860, 862-867, 871, 872, TLTX18520, TLTX18522, TLTX18533	58	135	3000
F59PHI	SCAX874 THRU SCAX877	59	137	3000
MP36PH-3C	SCAX888 THRU SCAX902	58	135	3000
F125	SCAX903 THRU SCAX942	69	143	4000

The table below describes the Train consist parameters; report any discrepancies to the Train Dispatcher.

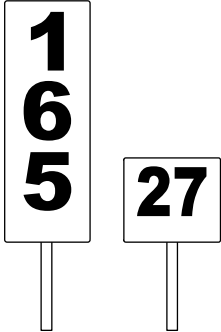
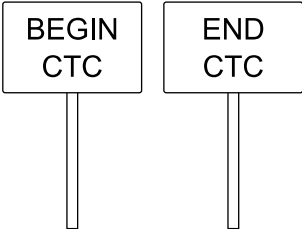
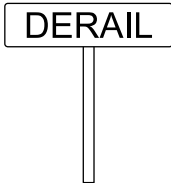
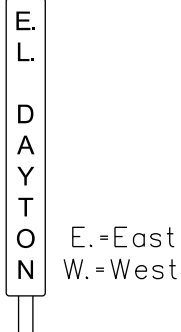
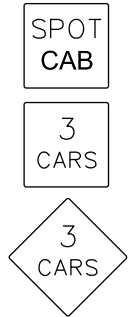
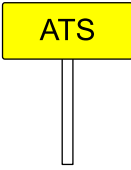


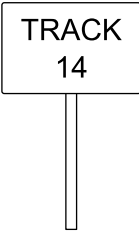
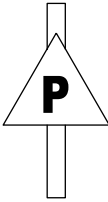
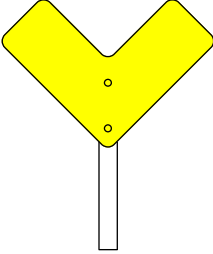
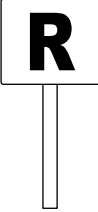
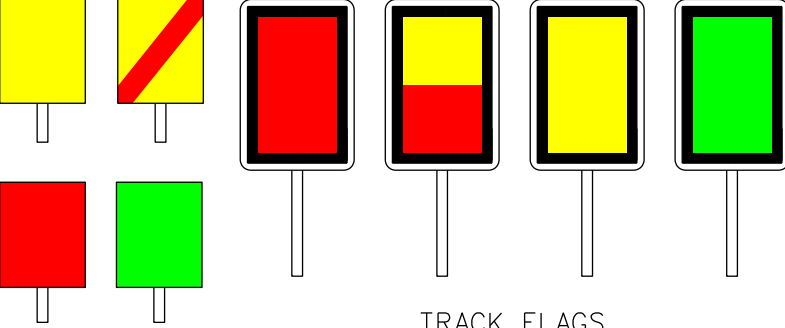

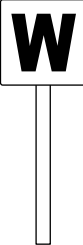
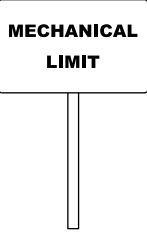

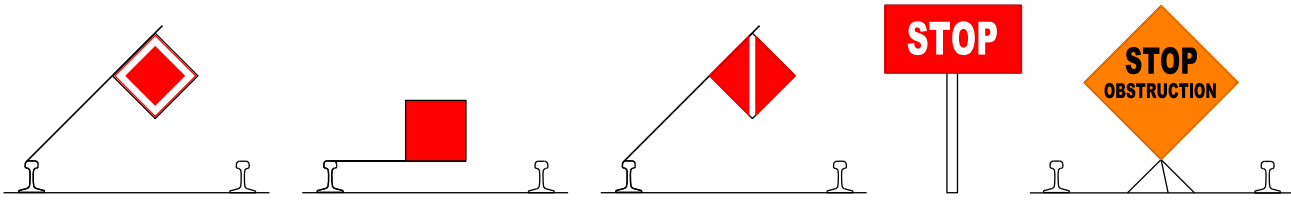
PARAMETER	DESCRIPTION
TRAIN TYPE	ALWAYS SET TO "COMMUTER" FOR SCRRA TRAINS
LEAD LOCOMOTIVE ORIENTATION	ALWAYS "FRONT"
LOCOMOTIVE COUNT	ALL LOCOMOTIVES AND/OR CAB CARS IN THE LEAD OR TRAIL POSITION
LOADED CAR COUNT	COACH CARS, ISOLATED LOCOMOTIVES, AND CAB CARS NOT IN A LEAD OR TRAIL POSITION
EMPTY CAR COUNT	ALWAYS ZERO FOR SCRRA TRAINS
TRAILING TONNAGE	COACH CARS AND ISOLATED LOCOMOTIVES (DOES NOT INCLUDE CAB CARS IN A LEAD OR TRAIL POSITION)
TRAIN LENGTH	TOTAL LENGTH OF ALL COACH CARS, LOCOMOTIVES, AND CAB CARS
OPERATIVE BRAKES	COACH CARS AND ISOLATED LOCOMOTIVES (DOES NOT INCLUDE CAB CARS IN A LEAD OR TRAIL POSITION)
LOCOMOTIVE STATUS	LOCOMOTIVES CAN BE SET TO RUN OR ISOLATE (AS APPLICABLE). CAB CARS IN LEAD OR TRAIL POSITION WILL BE SET TO RUN
LOCOMOTIVE HORSEPOWER	HORSEPOWER VALUES MUST BE BETWEEN 0 TO 10,000; CAB CARS WILL BE SET TO 0
EQUIPMENT SPEED RESTRICTIONS	SLOWEST EQUIPMENT SPEED RESTRICTION

APPENDIX E

TIME PER MILE		MPH	TIME PER MILE		MPH	TIME PER MILE		MPH
MIN	SEC		MIN	SEC		MIN	SEC	
0	36	100.0	0	58	62.1	1	40	36
0	37	97.3	0	59	61.0	1	42	35.3
0	38	94.7	1	0	60.0	1	44	34.6
0	39	92.3	1	2	58.1	1	46	34.0
0	40	90.0	1	4	56.3	1	48	33.3
0	41	87.8	1	6	54.5	1	50	32.7
0	42	85.7	1	8	52.9	1	52	32.1
0	43	83.7	1	10	51.4	1	54	31.6
0	44	81.8	1	12	50.0	1	56	31.0
0	45	80.0	1	14	48.6	1	58	30.5
0	46	78.3	1	16	47.4	2	0	30.0
0	47	76.6	1	18	46.2	2	5	28.8
0	48	75.0	1	20	45.0	2	10	27.7
0	49	73.5	1	22	43.9	2	15	26.7
0	50	72.0	1	24	42.9	2	30	24.0
0	51	70.6	1	26	41.9	2	45	21.8
0	52	69.2	1	28	40.9	3	0	20.0
0	53	67.9	1	30	40.0	3	30	17.1
0	54	66.7	1	32	39.1	4	0	15.0
0	55	65.5	1	34	38.3	5	0	12.0
0	56	64.3	1	36	37.5	6	0	10.0
0	57	63.2	1	38	36.7	12	0	5.0

FEET	TENTHS OF A MILE
528	.1
1056	.2
1584	.3
2112	.4
2640	.5
3168	.6
3696	.7
4224	.8
4752	.9
5280	1 MILE

SIGNS ON RIGHT-OF-WAY

 <p>MILE POST</p>	 <p>BEGIN/END CTC</p>	 <p>DERAIL</p>	 <p>CP LIMIT</p>	 <p>TYPE 30 SIGN</p>
 <p>NEXT INDICATOR AUTOMATIC TRAIN STOP, RULE 6.31.4</p>	 <p>ADVANCED SPEED REDUCTION SIGN</p>	 <p>SPEED RESUME OR INCREASE SIGN</p>	 <p>TRACK NUMBER</p>	 <p>BLOCK SIGNAL WITH "P" PLATE</p>
 <p>YARD LIMITS RULE 6.13</p>	 <p>RESTRICTED LIMITS RULE 6.14</p>	 <p>TRACK FLAGS</p>		
 <p>SIGNS NOT MORE THAN ONE-FOURTH MILE APART</p> <p>QUIET ZONE SIGNS ONLY USED AT LOCATIONS LEGISLATED AS QUIET ZONE</p> <p>NUMERAL WHEN ATTACHED DENOTES NUMBER OF CROSSINGS</p>		 <p>WHISTLE SIGN</p>	 <p>MECHANICAL LIMIT</p>	 <p>SIGN SPECIFYING RADIO CHANNELS</p>
 <p>STOP SIGNS</p> <p>OPERATIONS TESTING ONLY</p>				

APPENDIX G

RULE 18.7.1 - TRACK AND DIRECTION OF TRAVEL SELECTION				
SUBDIVISION	LOCATION	MILEPOST	TRANSITION	TRACK(S)
RIVER	CP NINTH ST	484.8880	UPRR LOS ANGELES SUB	MT 1 & MT 2
RIVER	CP PASADENA JCT	482.3383	SAN GABRIEL SUB	MT & SIDING
RIVER	CP MAIN ST	480.8973	RIVER WEST-BANK	MT 1 & MT 2
RIVER	BNSF SOTO	143.8252	BNSF SAN BERNARDINO SUB	MT 3 & MT 4
RIVER	CP TAYLOR	3.6705	VALLEY SUB	MT 1 & MT 2
RIVER	CP YUMA JCT	1.1911	UPRR ALHAMBRA SUB	FENCE TRACK
RIVER		1.1763	UPRR ALHAMBRA SUB	MT 2
RIVER		1.1373	UPRR ALHAMBRA SUB	MT 1
VALLEY	CP TAYLOR	3.6705	RIVER SUB	MT 1 & MT 2
VALLEY	CP BURBANK JCT	11.5911	VENTURA SUB	MT 2
VALLEY		11.5913	VENTURA SUB	MT 1
VALLEY	CP HAROLD	67.6261	UPRR MOJAVE SUB	MT
VENTURA	CP BURBANK JCT	462.3857	VALLEY SUB	MT 2
VENTURA		462.3853	VALLEY SUB	MT 1
VENTURA	CP LOS POSAS	426.3965	UPRR SANTA BARBARA SUB	MT
MONTALVO	BRISTOL	404.4672	END PTC - START TWC	MT
MONTALVO	CP C0400	403.1354	UPRR SANTA BARBARA SUB	MT
MONTALVO	CP C0399	402.8051	UPRR SANTA BARBARA SUB	MT
SAN GABRIEL	CP REDLANDS	57.7623	END PTC - START REDLANDS SPUR	MT
SAN GABRIEL	CP VERNON	56.3273	BNSF CAJON SUB	MT 3
SAN GABRIEL		56.2371	SHORT WAY SUB	MT 2
SAN GABRIEL		56.2352	SHORT WAY SUB	MT 1
SAN GABRIEL	CP CAMBRIDGE	32.2050	PASADENA SUB	MT
SAN GABRIEL	CP BASSETT	15.2939	UPRR ALHAMBRA SUB	MT - EAST XOVER
SAN GABRIEL		15.0206	UPRR ALHAMBRA SUB	MT - WEST XOVER
SAN GABRIEL	CP MARENGO	1.0782	RIVER SUB	MT
SAN GABRIEL		1.0780	RIVER SUB	SIDING
SHORT WAY	CP SHORT WAY	0.4201	SAN GABRIEL SUB	MT 1 & MT 2
SHORT WAY	BNSF RANA	2.0983	BNSF CAJON SUB	MT 3
ORANGE	SUBDIV BOUNDARY	209.1373	NCTD SAN DIEGO SUB	MT
ORANGE	CP MAPLE	172.2032	OLIVE SUB	MT
ORANGE	CP MAPLE	172.2002	OLIVE SUB	SIDING
ORANGE	CP ORANGETHORPE	165.5438	BNSF SAN BERNARDINO SUB	MT 1 & MT 2
OLIVE	BNSF ATWOOD	0.0741	BNSF SAN BERNARDINO SUB	MT 2
OLIVE	CP MAPLE	5.4129	ORANGE SUB	SIDING TO MT 1
OLIVE	CP MAPLE	5.4166	ORANGE SUB	MT TO MT 1
PERRIS VALLEY	CP CITRUS	65.0840	BNSF CAJON SUB - BNSF HIGHGROVE	MT 3
PERRIS VALLEY	CP CITRUS	65.3129	BNSF CAJON SUB - CP 704	MT 3

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY








METROLINK

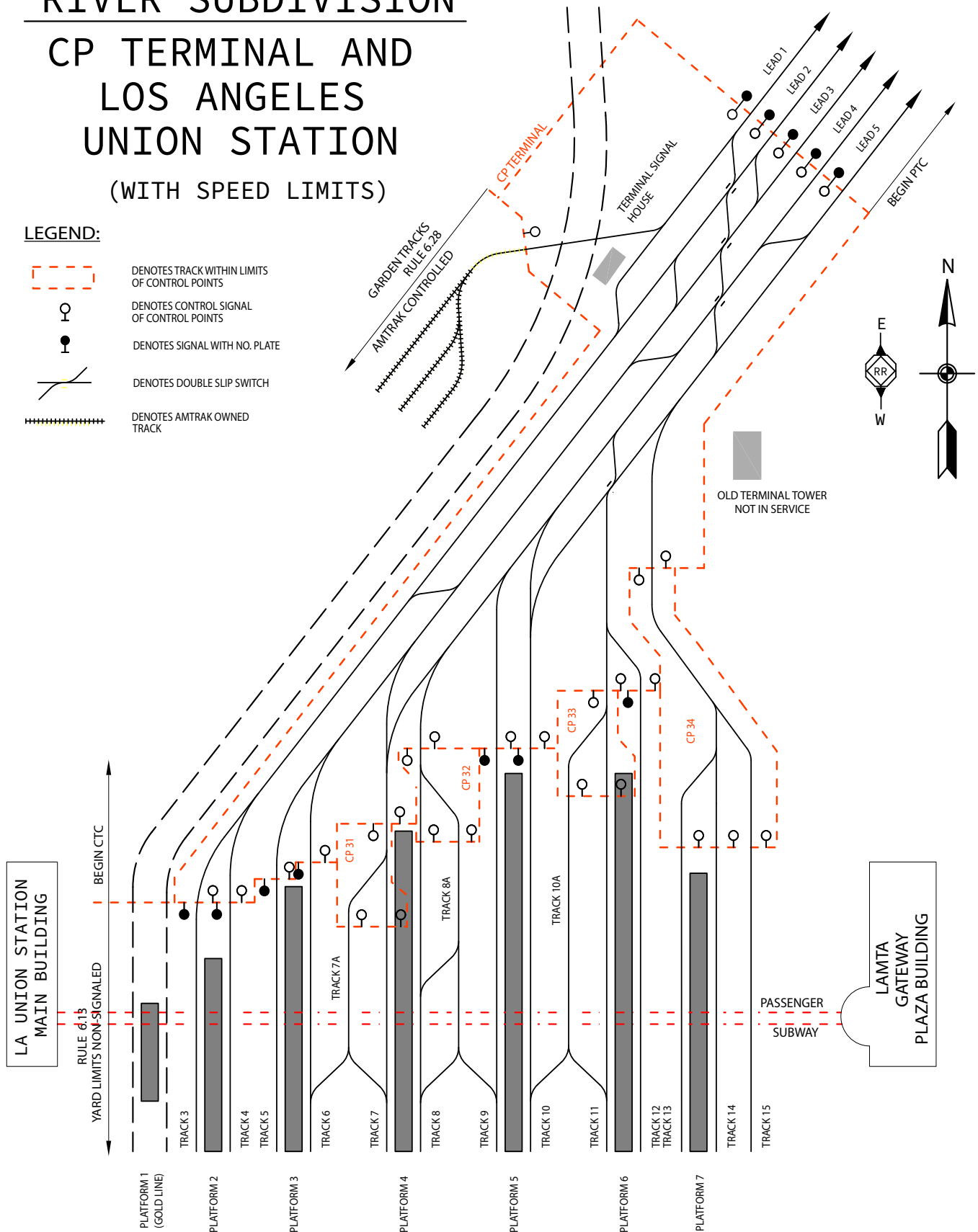
JOB AIDS

RIVER SUBDIVISION CP TERMINAL AND LOS ANGELES UNION STATION

(WITH SPEED LIMITS)

LEGEND:


-  DENOTES TRACK WITHIN LIMITS OF CONTROL POINTS
-  DENOTES CONTROL SIGNAL OF CONTROL POINTS
-  DENOTES SIGNAL WITH NO. PLATE
-  DENOTES DOUBLE SLIP SWITCH
-  DENOTES AMTRAK OWNED TRACK





MAP NOT TO SCALE

RIVER SUBDIVISION WEST BANK (WITH SPEED LIMITS)

LEGEND:

 DENOTES TRACK WITHIN LIMITS OF CONTROL POINTS

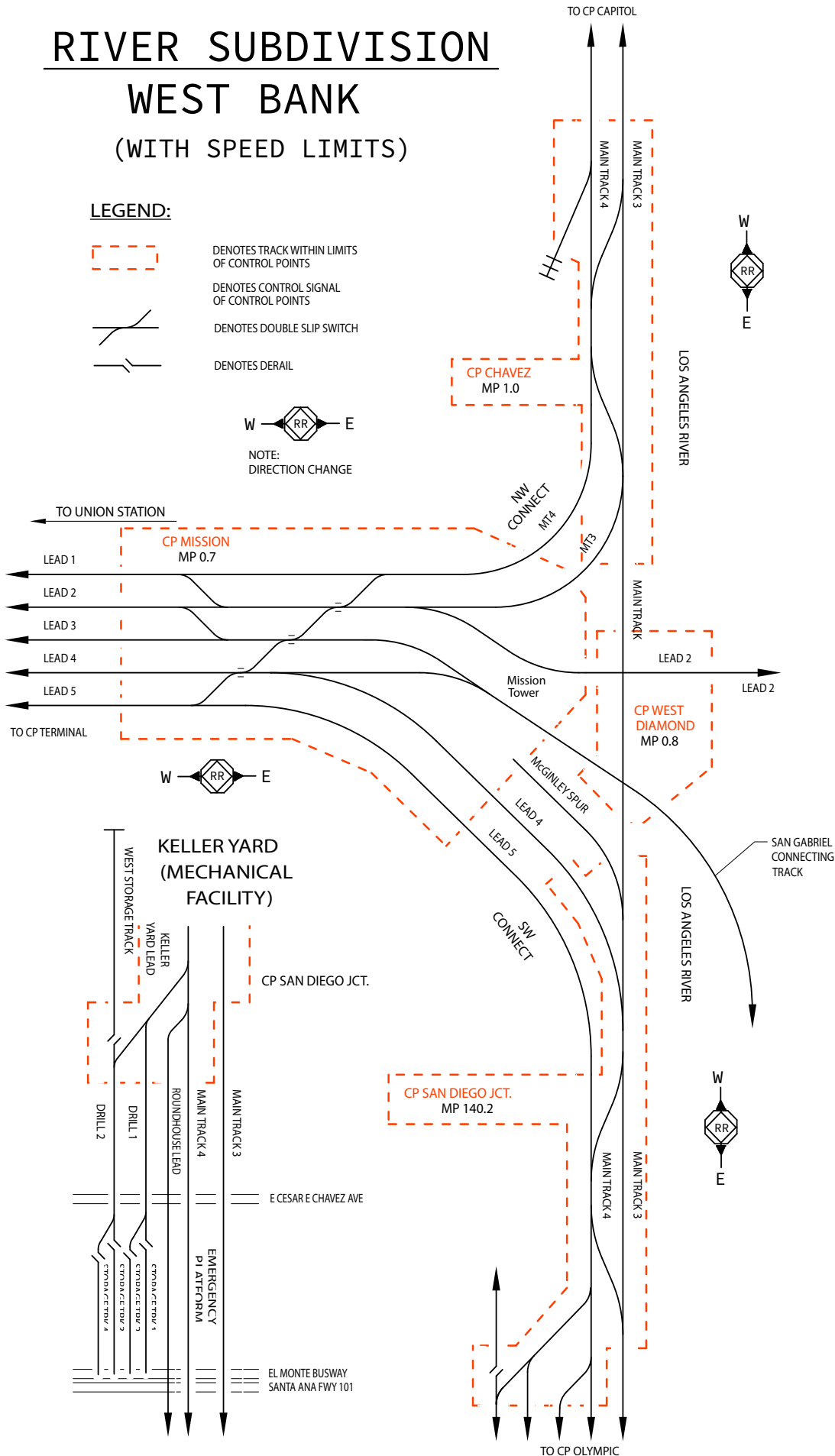
 DENOTES CONTROL SIGNAL OF CONTROL POINTS

 DENOTES DOUBLE SLIP SWITCH

 DENOTES DERAIL

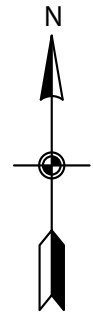


NOTE:
DIRECTION CHANGE



MAP NOT TO SCALE

RIVER SUBDIVISION EAST BANK (WITH SPEED LIMITS)



LEGEND:

- DENOTES TRACK WITHIN LIMITS OF CONTROL POINTS
- DENOTES CONTROL SIGNAL OF CONTROL POINTS
- DENOTES DERAIL
- RULE 18.7.1



Mission Tower

SAN GABRIEL
CONNECTING
TRACK



CP PASADENA JCT.
MP 482.3/MP 1.08

TO CP DAYTON

MP 480.8973

MAIN TRACK 2

MAIN TRACK 1

CP MAIN ST.
MP 481.9

LOS ANGELES RIVER

NORTHEAST
CONNECTING
TRACK

COAST
CONNECTING
TRACK

LEAD 2

LEAD 2

BALLOON TRACK

FENCE TRACK

TO YUMA

UPRR

MP 1.1373

MP 1.1763

MP 1.1911

UPRR
LOS ANGELES
TRANSPORTATION
CENTER

LATC

COACH YARD

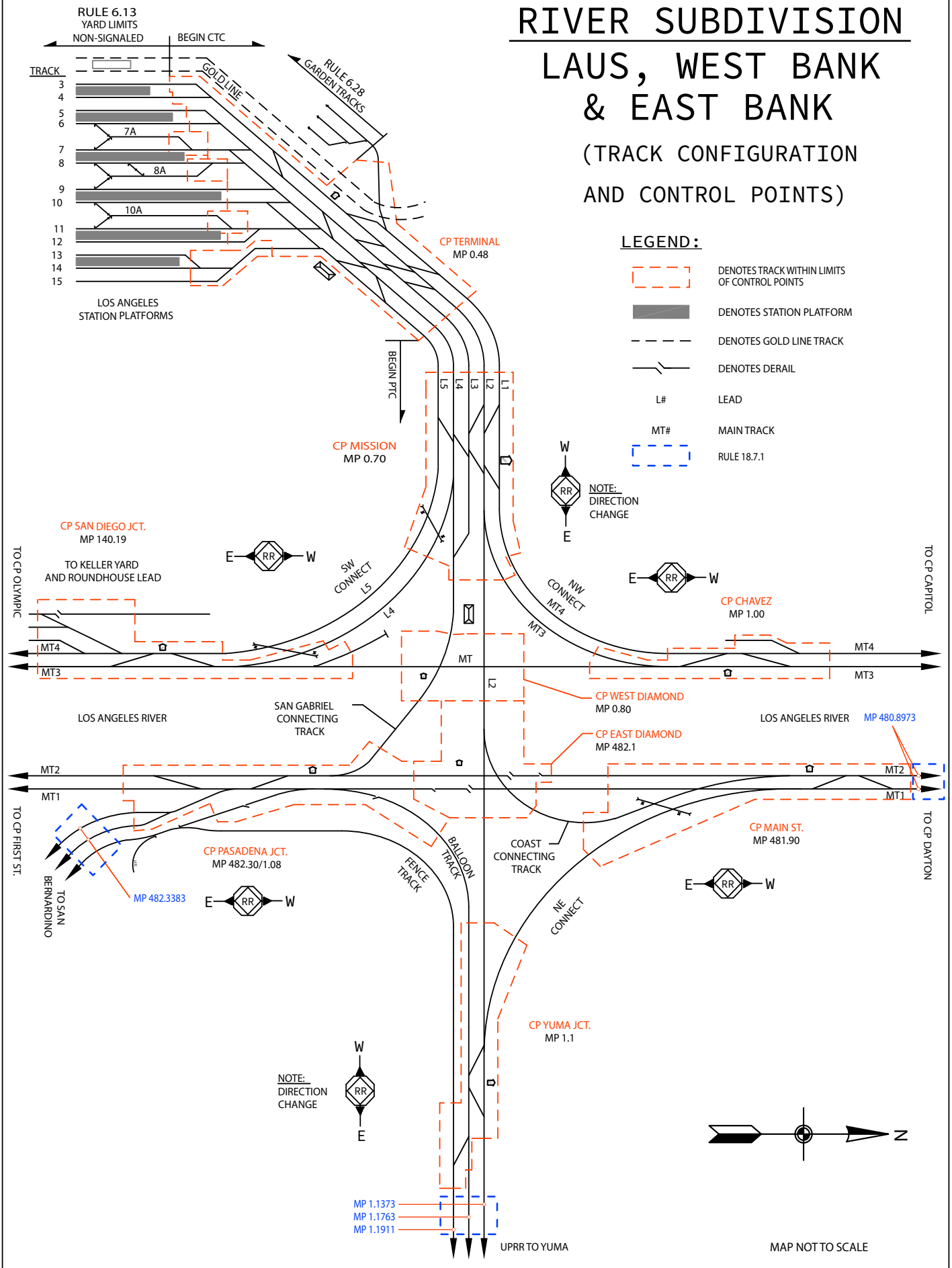
TO SAN BERNARDINO

MP 482.3383

TO CP FIRST ST.





MAP NOT TO SCALE

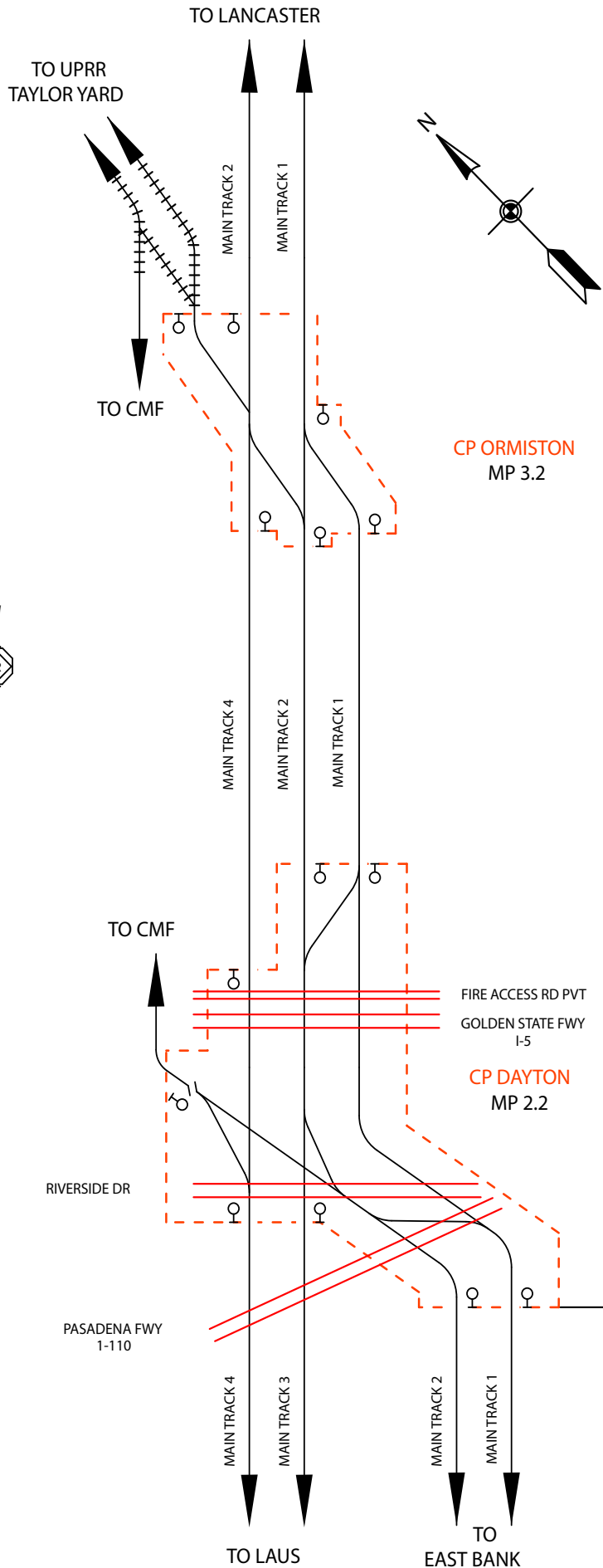
RIVER SUBDIVISION LAUS, WEST BANK & EAST BANK (TRACK CONFIGURATION AND CONTROL POINTS)



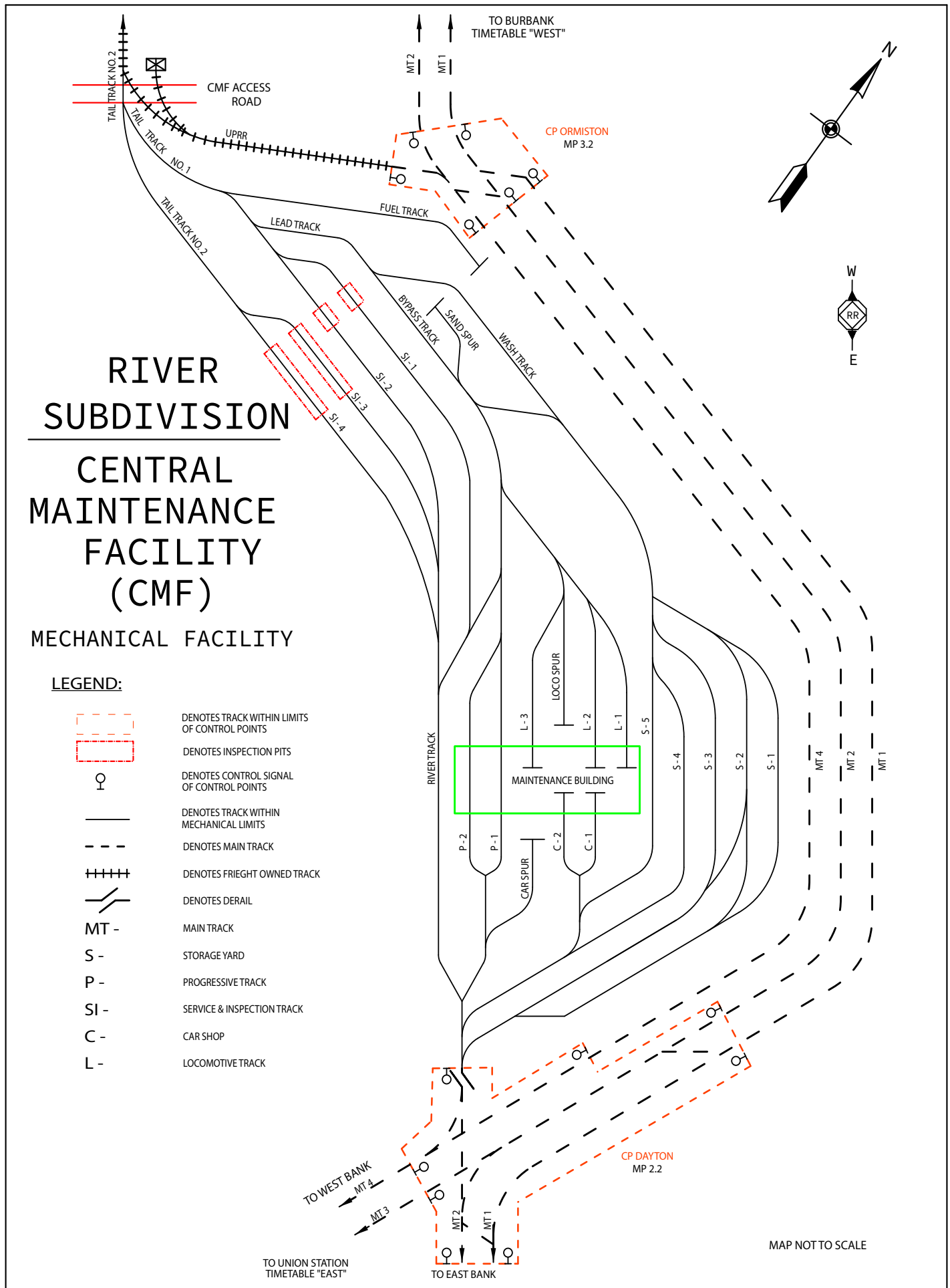
RIVER SUBDIVISION CP DAYTON & CP ORMISTON

LEGEND:

-  DENOTES TRACK WITHIN LIMITS OF CONTROL POINTS
-  DENOTES CONTROL SIGNAL OF CONTROL POINTS
-  DENOTES DERAIL
-  DENOTES FREIGHT OWNED TRACK



MAP NOT TO SCALE



VALLEY SUBDIVISION CP BURBANK JCT.

LEGEND:



DENOTES TRACK WITHIN LIMITS
OF CONTROL POINTS



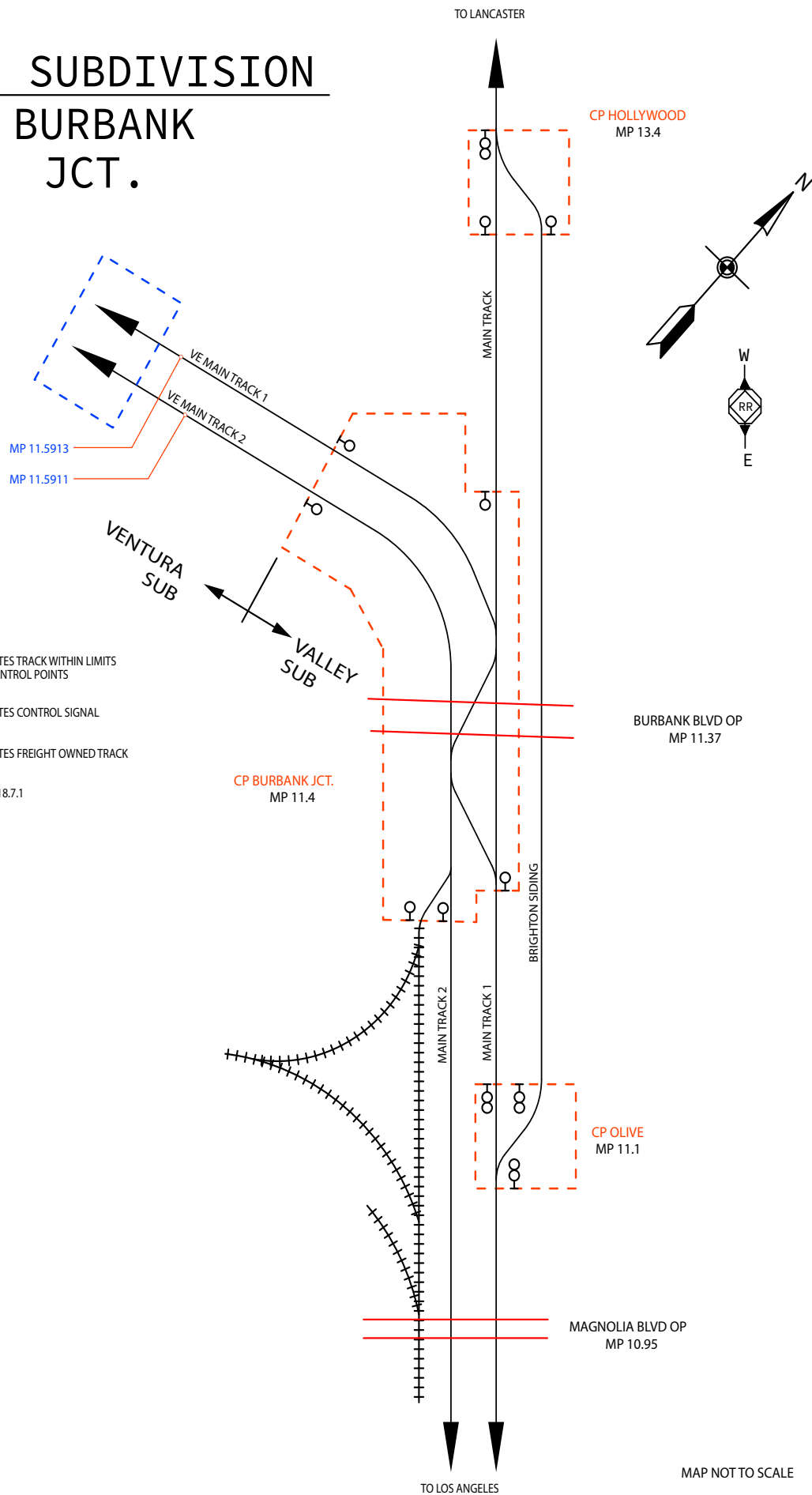
DENOTES CONTROL SIGNAL



DENOTES FREIGHT OWNED TRACK









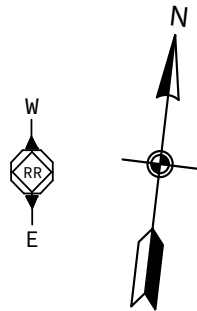
RULE 18.7.1



VALLEY SUBDIVISION LANCASTER MECHANICAL LIMITS

LEGEND:

	DENOTES TRACK WITHIN LIMITS OF CONTROL POINTS
	DENOTES CONTROL SIGNAL
	DENOTES NON-CONTROLLED SIGNAL
	DENOTES DERAIL
	DENOTES STATION PLATFORM
	DENOTES FREIGHT OWNED TRACK



END OF TRACK SIGNAL

LANCASTER
STATION PLATFORM

LANCASTER
MECHANICAL
LIMITS

CTC

CP SIERRA
MP 76.2

MAIN TRACK

MECHANICAL SERVICE TRACK

UPRR MAIN TRACK

LANCASTER BLVD
MP 76.69

AVENUE J
MP 76.07

TO LOS ANGELES

MAP NOT TO SCALE

VENTURA SUBDIVISION MOORPARK LAYOVER FACILITY

LEGEND:



DENOTES TRACK WITHIN LIMITS
OF CONTROL POINTS



DENOTES CONTROL SIGNAL



DENOTES DERAIL



DENOTES STATION PLATFORM



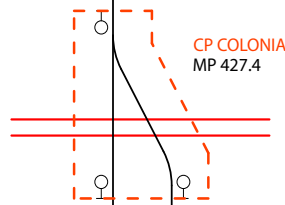
DENOTES FREIGHT OWNED TRACK



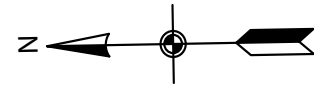
RULE 18.7.1



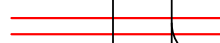
TO LOS ANGELES



SPRING RD
MP 427.39



MOORPARK
STATION
MP 427.2



MOORPARK AVE
MP 426.97

MAIN TRACK

SIDING

TRACK 4

TRACK 3

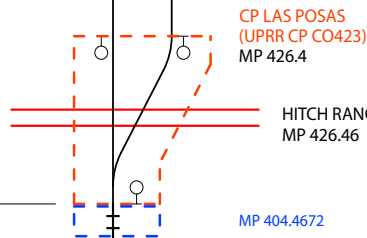
TRACK 2

TRACK 1

MOORPARK
LAYOVER
FACILITY

METROLINK
VENTURA SUB

UPRR SANTA
BARBARA SUB



CP LAS POSAS
(UPRR CP CO423)
MP 426.4

HITCH RANCH PRIVATE XING
MP 426.46





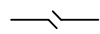
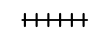

MP 404.4672

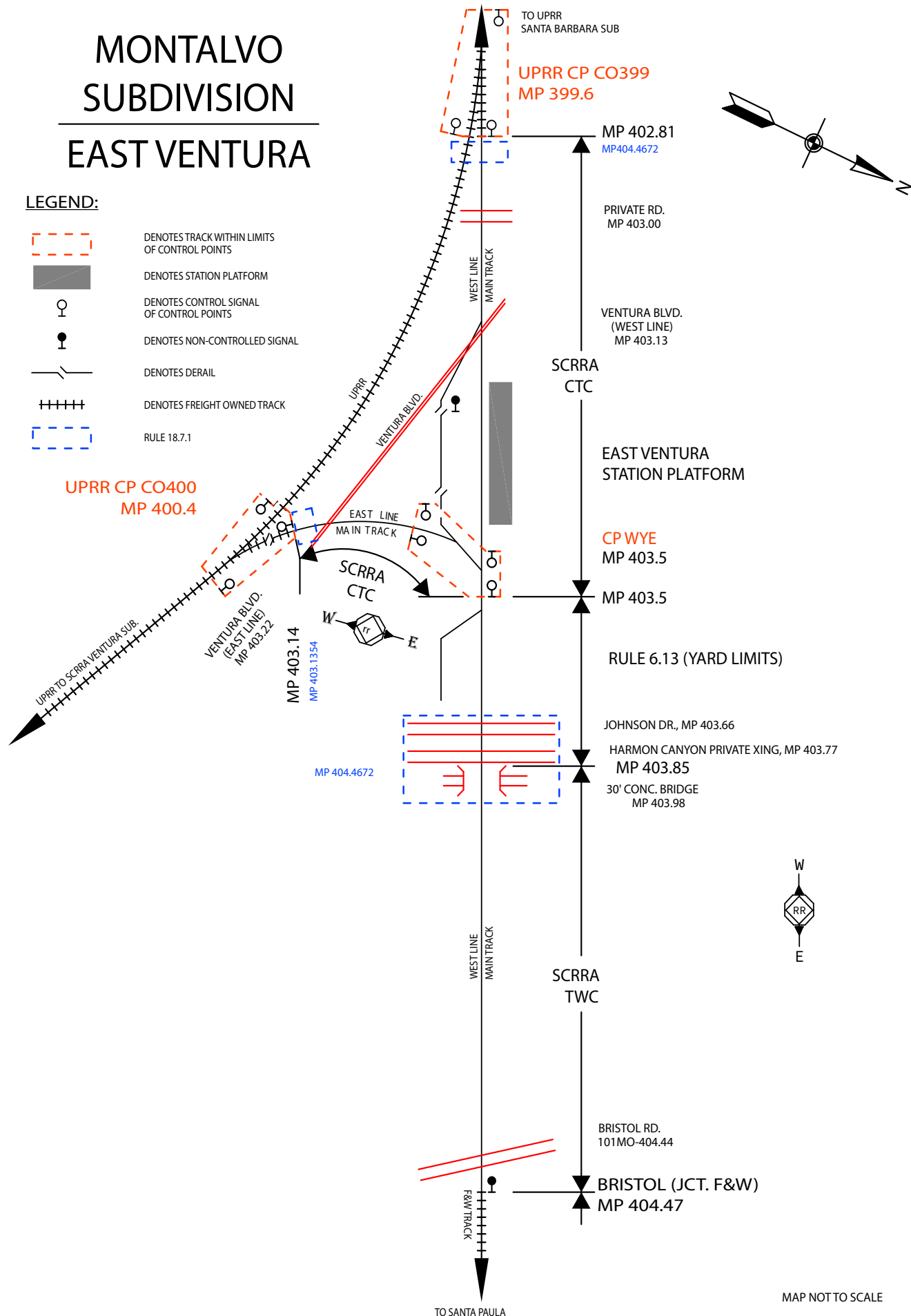
TO UPRR
SANTA BARBARA

MAP NOT TO SCALE

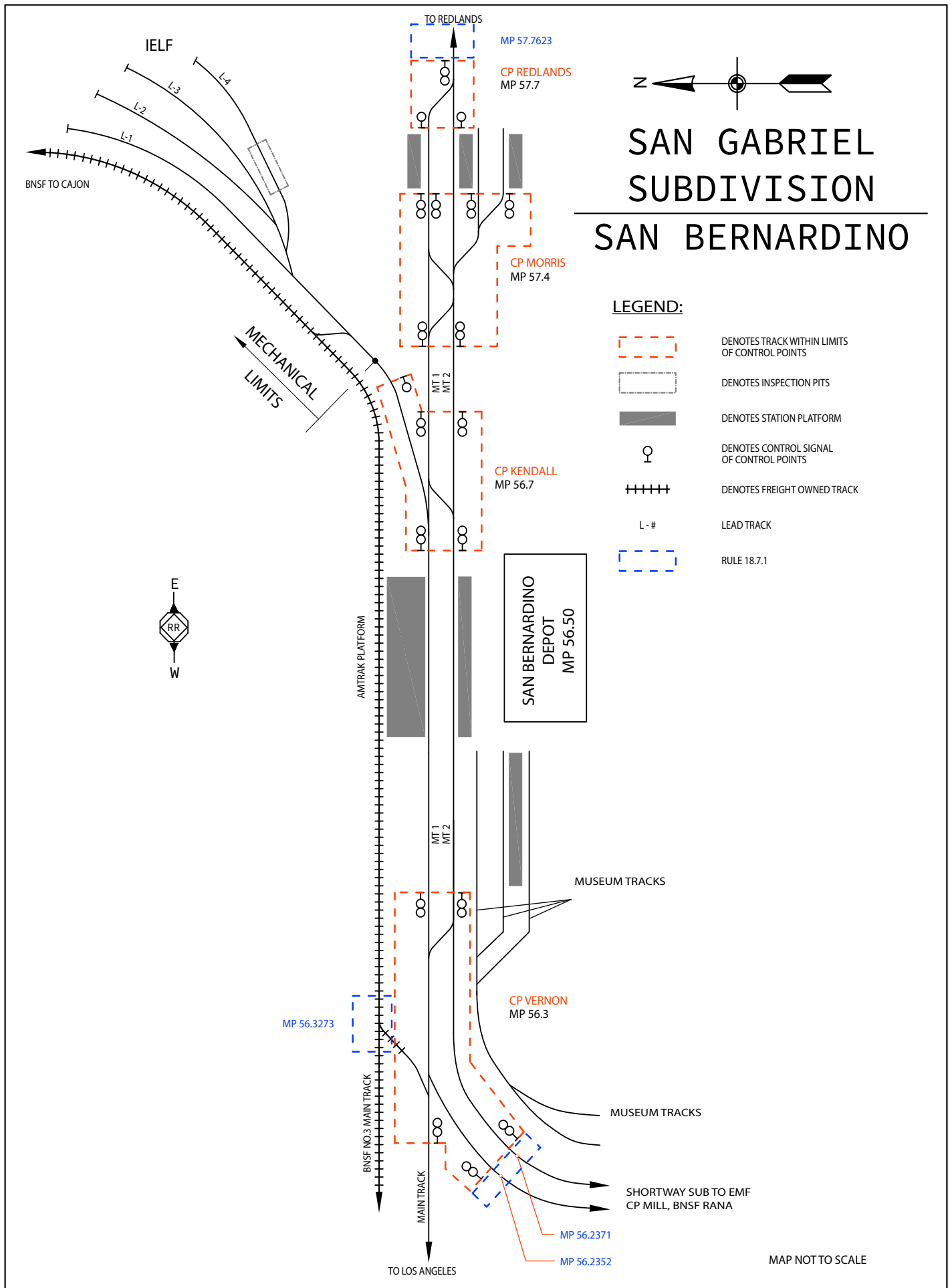
MONTALVO SUBDIVISION EAST VENTURA

LEGEND:

-  DENOTES TRACK WITHIN LIMITS OF CONTROL POINTS
-  DENOTES STATION PLATFORM
-  DENOTES CONTROL SIGNAL OF CONTROL POINTS
-  DENOTES NON-CONTROLLED SIGNAL
-  DENOTES DERAIL
-  DENOTES FREIGHT OWNED TRACK
-  RULE 18.7.1




MAP NOT TO SCALE




SAN GABRIEL SUBDIVISION

CP NOLAN


LEGEND:


 DENOTES TRACK WITHIN LIMITS OF CONTROL POINTS


 DENOTES CONTROL SIGNAL OF CONTROL POINTS

 DENOTES DERAIL

TRACK

 MAIN TRACK

 CROSSOVER TRACK

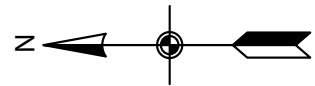
 NON MAINLINE TRACK

 FREIGHT OWNED TRACK

MP 45.3
CA SPEEDWAY
STATION (CB)

DRAINAGE
CULVERT

TO SAN BERNARDINO










CP NOLAN
MP 44.5

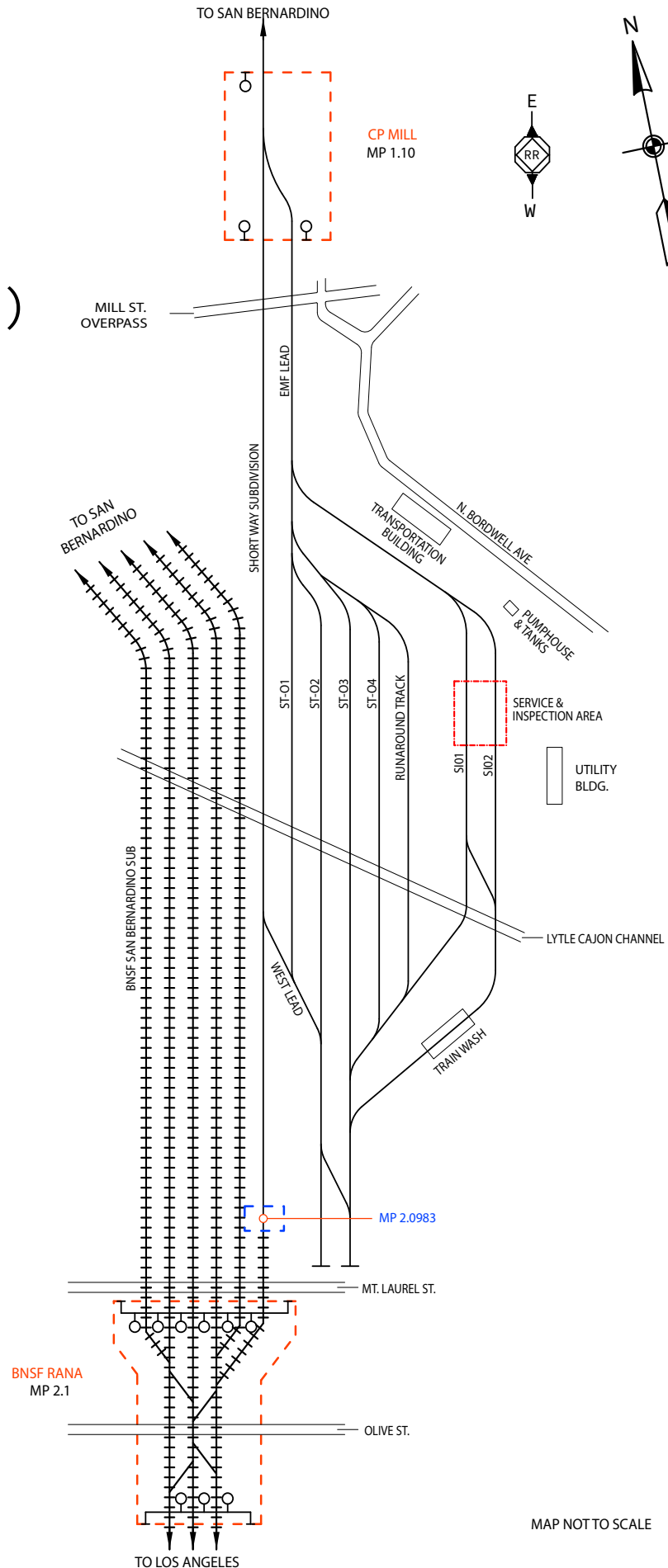
TO LOS ANGELES

MAP NOT TO SCALE

SHORT WAY SUBDIVISION EASTERN MAINTENANCE FACILITY (EMF)

LEGEND:

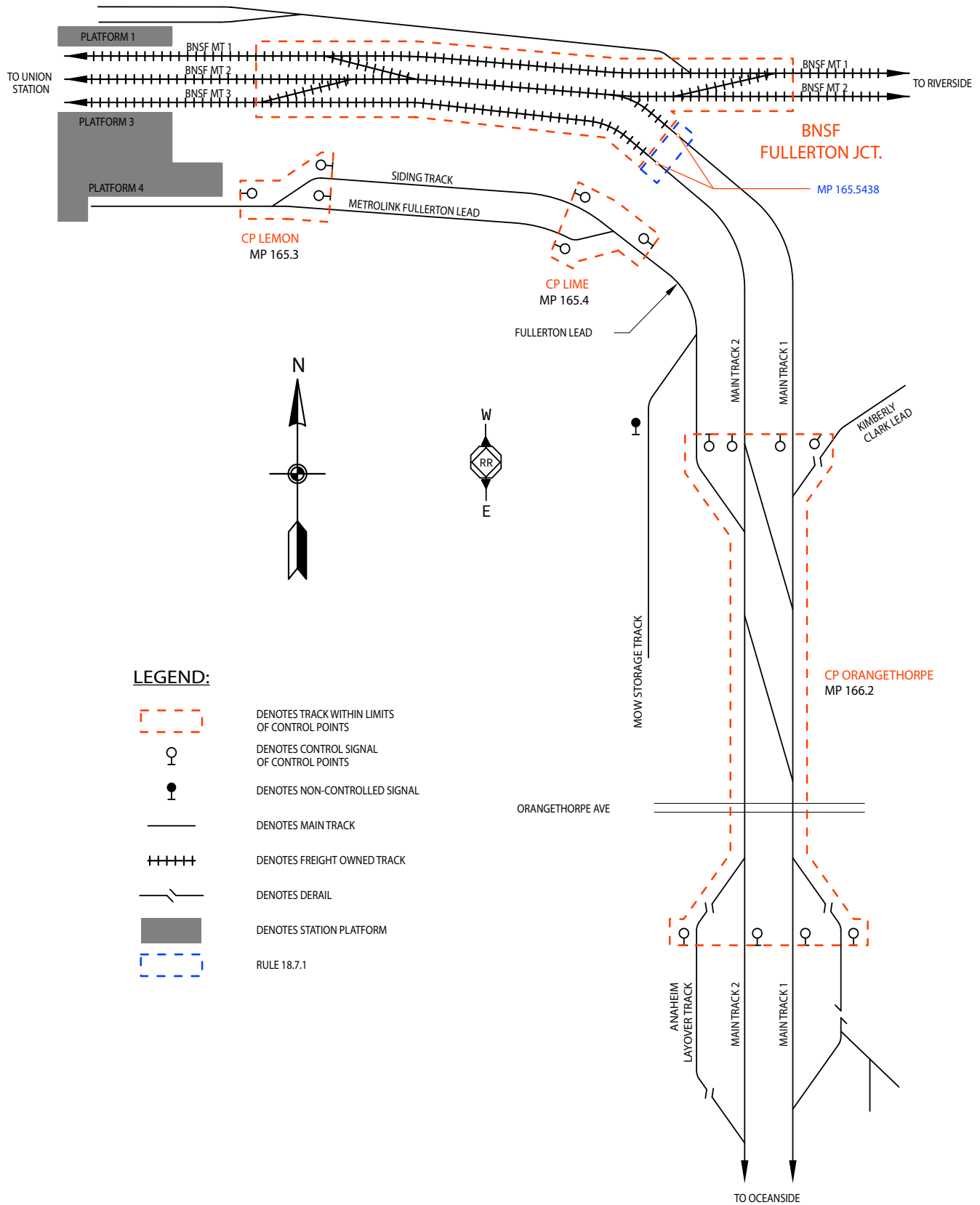
	DENOTES CONTROL SIGNAL OF CONTROL POINTS
	DENOTES INSPECTION PITS
	DENOTES CONTROL SIGNAL OF CONTROL POINTS
	DENOTES MAIN TRACK
	DENOTES FRIEGHT OWNED TRACK
	DENOTES DERAIL
SI -	SERVICE & INSPECTION TRACK
ST -	STORAGE TRACK
	RULE 18.7.1



MAP NOT TO SCALE

ORANGE SUBDIVISION CP ORANGETHORPE

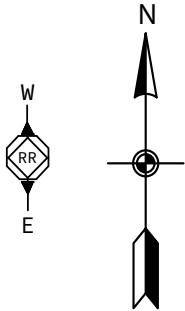
FULLERTON
STATION
MP 165.06



MAP NOT TO SCALE

ORANGE SUBDIVISION

CP MAPLE



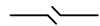
LEGEND:



DENOTES TRACK WITHIN LIMITS OF CONTROL POINTS



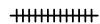
DENOTES CONTROL SIGNAL OF CONTROL POINTS



DENOTES DERAIL



DENOTES MAIN TRACK



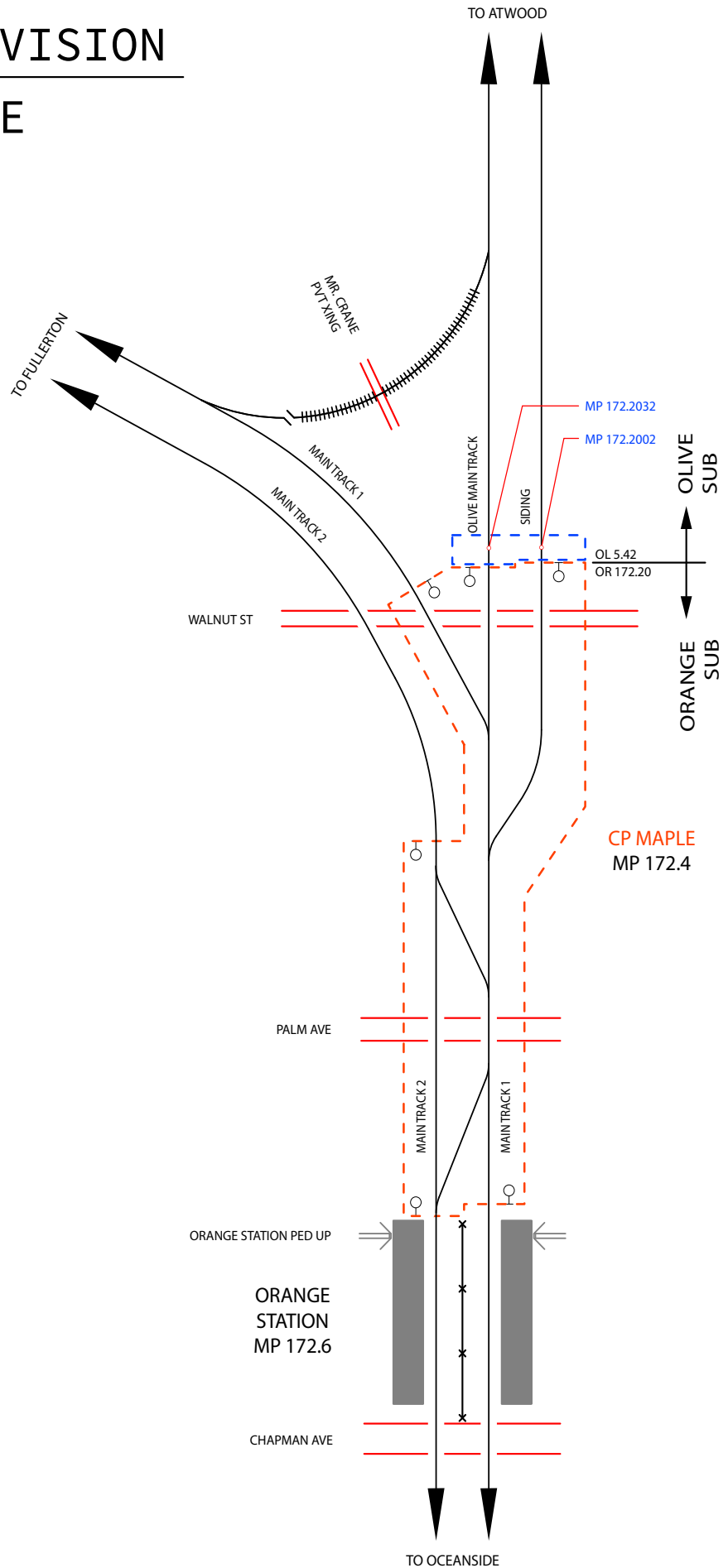
DENOTES NON MAINLINE TRACK



DENOTES STATION PLATFORM



RULE 18.7.1



MAP NOT TO SCALE

ORANGE SUBDIVISION

CP CROWN & CP AVERY

LAGUNA NIGUEL STATION

LEGEND:



DENOTES TRACK WITHIN LIMITS
OF CONTROL POINTS



DENOTES CONTROL SIGNAL
OF CONTROL POINTS



DENOTES DERAIL



DENOTES FREIGHT OWNED TRACK



DENOTES STATION PLATFORM



CROWN VALLEY PWKY



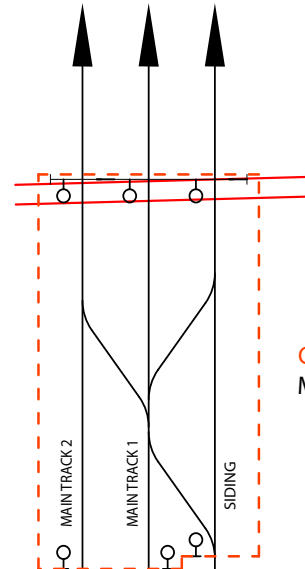
LAGUNA NIGUEL
STATION
MP 193.5

CP AVERY
MP 193.9

PASEO DE LA COLINAS

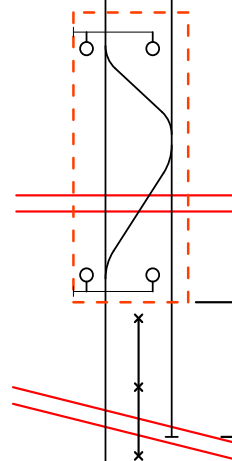
SAN JOAQUIN
FWY I-5

TO FULLERTON



CP CROWN
MP 193.3

STATION
TRACK
RULE 6.28



TURNBACK
TRACK
RULE 6.28

TO OCEANSIDE

MAP NOT TO SCALE

RIVERSIDE DOWNTOWN

BNSF SAN BERNARDINO SUB

LEGEND:



DENOTES TRACK WITHIN LIMITS
OF CONTROL POINTS



DENOTES CONTROL SIGNAL



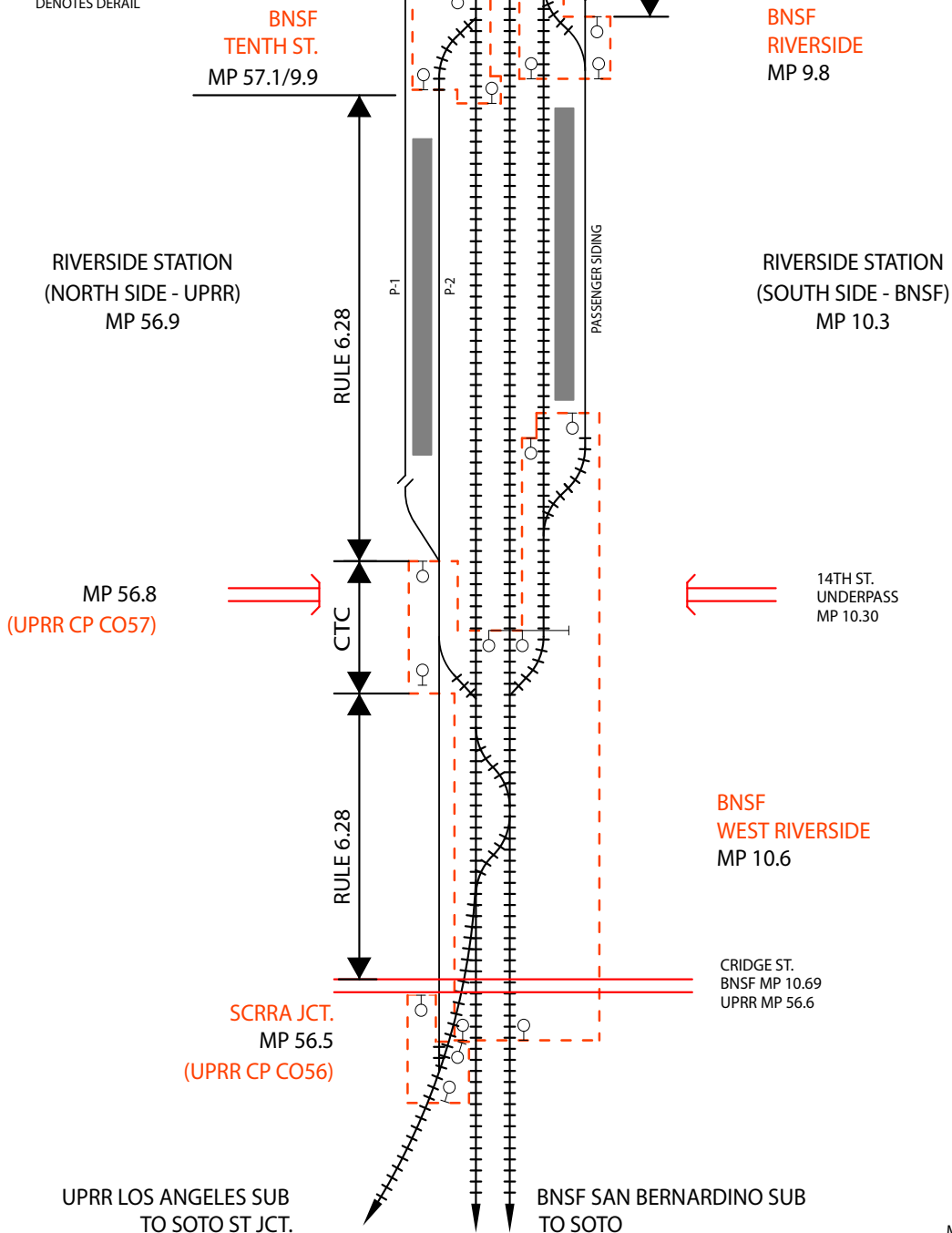
DENOTES STATION PLATFORM



DENOTES FREIGHT OWNED TRACK



DENOTES DERAIL



MAP NOT TO SCALE

PERRIS VALLEY SUBDIVISION

CP 704
CP CITRUS
CP HIGHGROVE

LEGEND:



DENOTES TRACK WITHIN LIMITS
OF CONTROL POINTS



DENOTES STATION PLATFORM



DENOTES CONTROL SIGNAL
OF CONTROL POINTS



DENOTES NON-CONTROLLED SIGNAL



DENOTES DERAIL



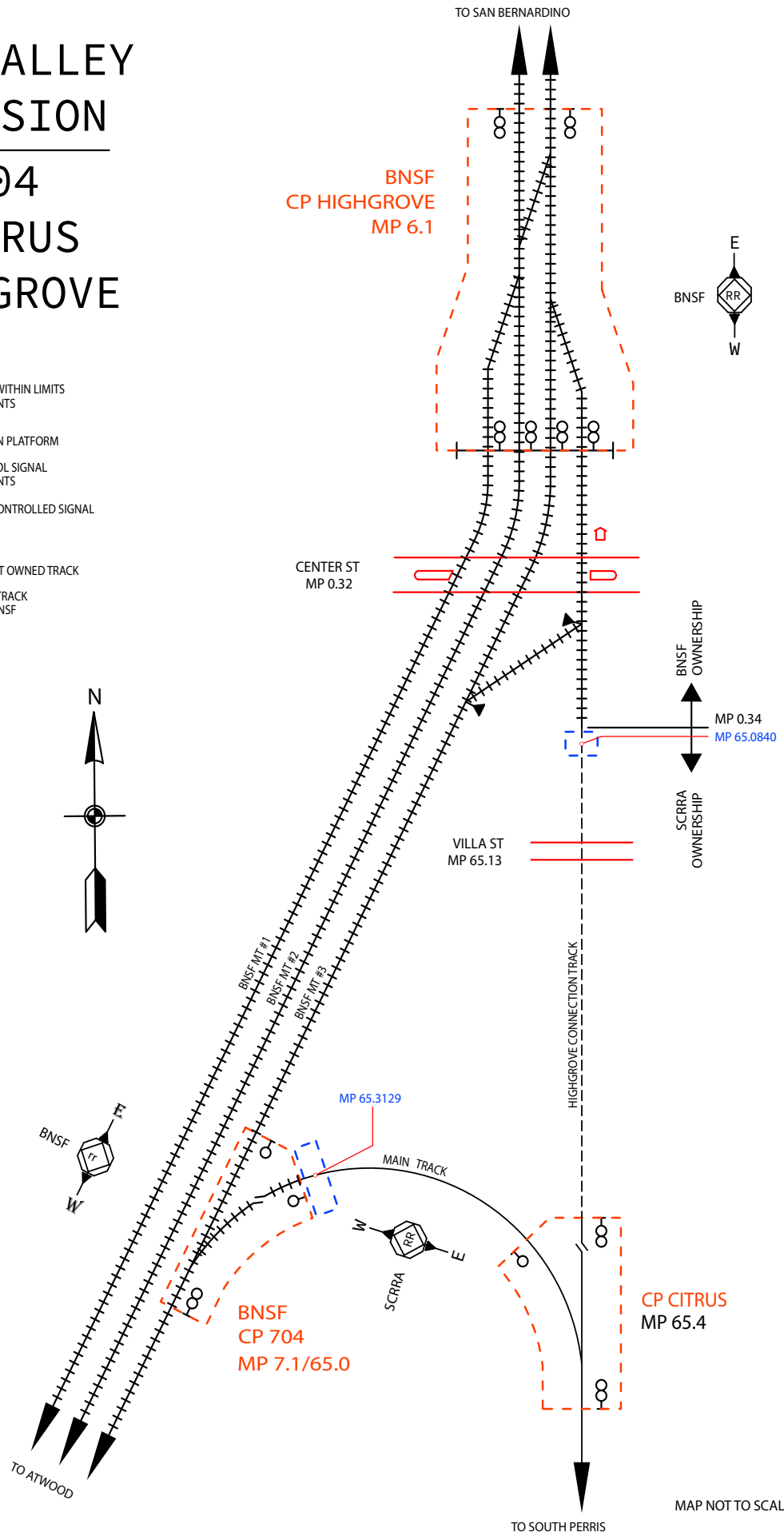
DENOTES FREIGHT OWNED TRACK



DENOTES SCRRA TRACK
DISPATCHED BY BNSF



RULE 18.7.1



PERRIS VALLEY SUBDIVISION SOUTH PERRIS LAYOVER FACILITY

LEGEND:



DENOTES TRACK WITHIN LIMITS
OF CONTROL POINTS



DENOTES CONTROL SIGNAL
OF CONTROL POINTS



DENOTES DERAIL



DENOTES SOUTH INDUSTRIAL DRILL TRACK



PERRIS
VALLEY
SUB
SOUTH
INDUSTRIAL
DRILL
TRACK

TO HIGHGROVE

CP STEELE
MP 85.4

MECHANICAL LIMIT SIGN



SOUTH PERRIS
LAYOVER
FACILITY

LAYOVERTRACK 4

LAYOVERTRACK 3

LAYOVERTRACK 2

LAYOVERTRACK 1
(FUTURE)

MECHANICAL
SERVICE
TRACKS

MP 85.8 END OF PASSENGER TRAFFIC

MAPES ROAD
MP 85.89

TO SAN JACINTO - END OF TRACK MP 86.8

MAP NOT TO SCALE



METROLINK

SAFETY FIRST

SAFETY CULTURE IS WHAT
PEOPLE DO WHEN NO ONE IS
WATCHING